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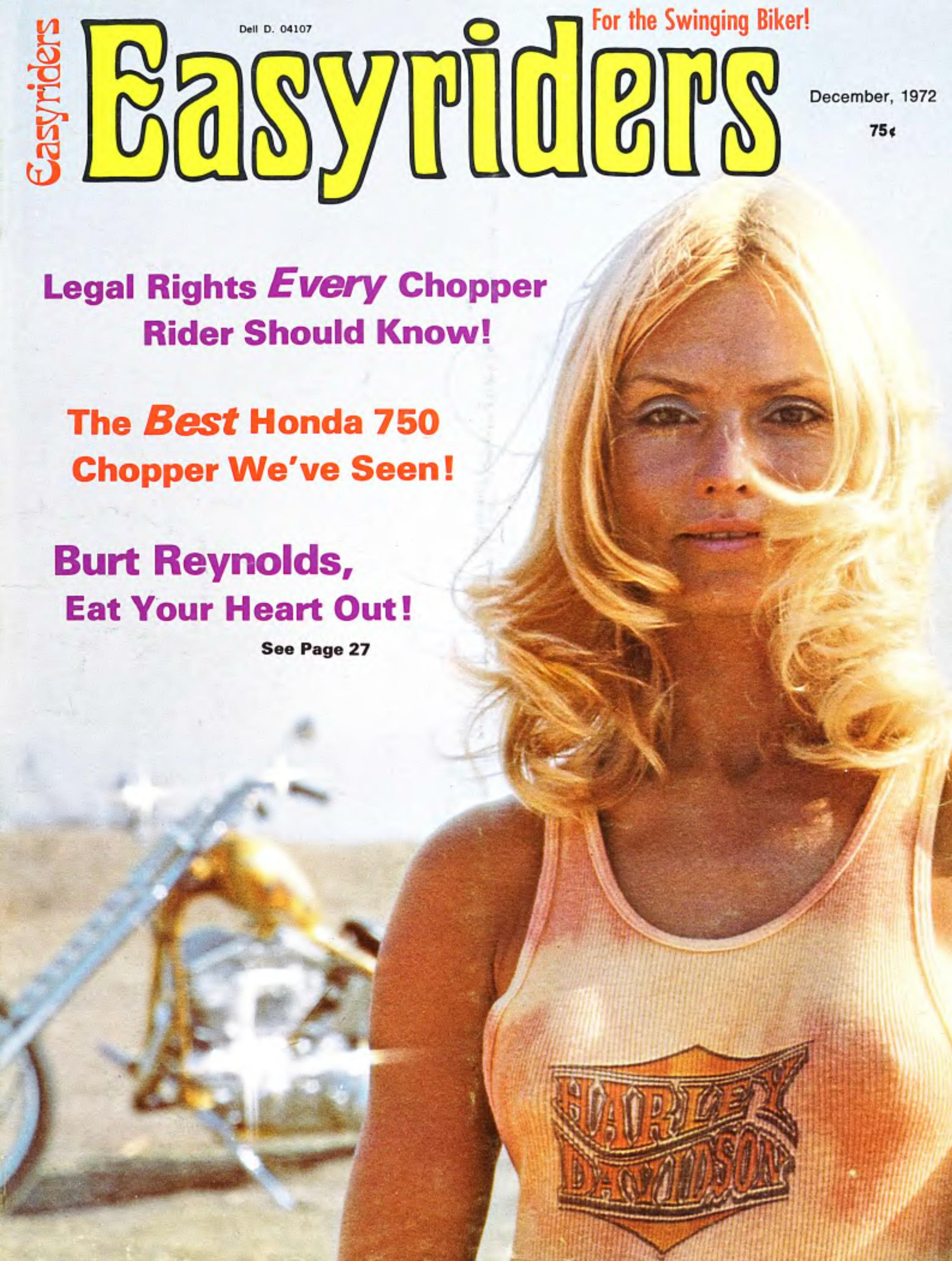
For the Swinging Biker!

Easyriders

December, 1972

75¢



Legal Rights *Every* Chopper Rider Should Know!

The *Best* Honda 750 Chopper We've Seen!

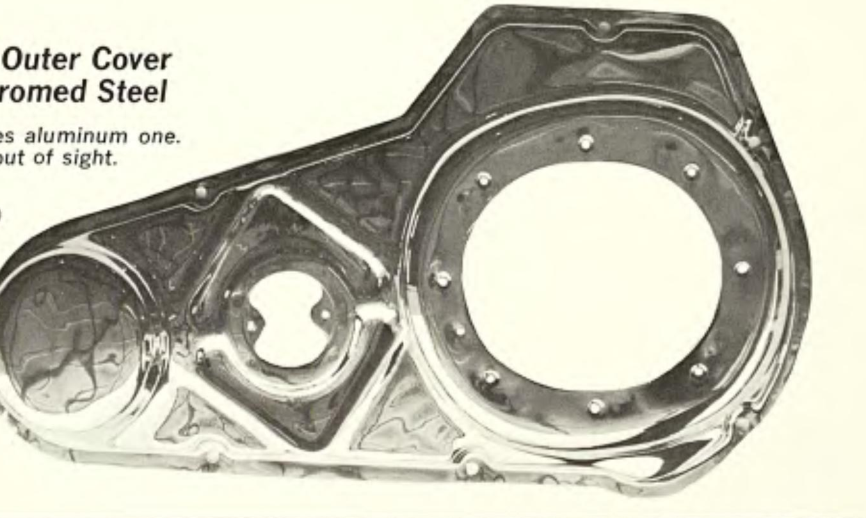
Burt Reynolds, Eat Your Heart Out!

See Page 27

FX Outer Cover Chromed Steel

Replaces aluminum one. Looks out of sight.

$45.00



160mph Speedometer Exclusively for the 74 Chopper!

Now for the first time you can buy this small (only 2⅜" in diameter) precision, German-made speedometer designed especially for the 74 chopper.

Has chromed exterior, black illuminated face with white numerals, and it has an odometer. Simple to install. Price includes cable and light. **$39.95**

Maltese Cross Taillight

*The final touch to your bitchin' chopper. The hip-looking **Maltese Cross taillight.** Note new low price!*

$9.95

Backing Plate For Maltese Taillight $4.95

45 drag type, header pipes

Hip-looking (drag type) header pipes for your 45

$18.95 set

Shortie muffler and clamps, add $15.00

Peanut Tanks

Peanut tank. Steel, and comes in glossy black finish. Tapped at four locations. **$23.95**

Gas cap 2.50

Banana Tanks

Banana tanks are made of steel and come with a glossy black finish. **$24.95**

Gas caps 2.50

Steel 5" Fender

Sport fender for custom or chopped bikes

Black steel, rib in center, rolled edges, flared end

$7.95

Yetman Hardtails

***Yetman** rigid frame sections are handbuilt in precision jigs using Shelby seamless steel tubing, and heliarc welded with stainless steel rod. Every tube is beautifully set into the mounting plates to produce a molded effect and to greatly increase weld area for maximum strength.*

Each hardtail uses stock chain adjusters and axle hardware, and may be bolted or welded in place without modifying the frame.

The Yetman frame extends wheel base by 3 inches, and lowers it by approximately 2 inches.

Model	Fits	Price
TRS6	Triumph 650, 64-70	69.50
SRS1	HD Sportster & K to 66	69.50
SRS2	HD Sportster, 67 and up	69.50
HRS7	HD Swingarm 74	74.50

Chopper Gas Tanks

Tired of spending $150 for a paint job and having your gas tank spring a leak? Here's a heavy-duty 18-gauge steel tank that should ease your mind a little. Made in the good old U.S.A.—heliarc welded.

2½ gallon capacity. Gas outlets located to accommodate all bikes and get the last drop out.

Only right hand hole is functional—the left is a dummy. Tanks come without caps.

Single cap tank	$49.95
Double cap tank	$54.95
Caps	$2.50 ea.
Petcocks	$3.50 ea.
Plugs	$ .75 ea.

Wide 16" Chromed Steel Rim

For Wide 500X16 tires.

$29.95

HD 74 Extended Kick Stand Chromed

6-10 over stock
10-15 over stock *$24.95*

Terms: 50% deposit, balance C.O.D. Send money order. Allow four weeks for personal checks to clear before we ship. California residents add 5%. We ship cheapest way possible to save you money, unless you specify otherwise.

Vista Chopper Products

Box 3536, Glendale, California 91201

Easyriders

Talk about contents!

Trippin' along with Spider	4	**Taking It Easy**
Readers strike back!	6	**Wordmonger's Wordhoard**
What other bike rags are saying	10	**Biker's Digest**
Half-ass jokes send in by readers	11	**Silly Tilly**
An ABATE legal report	12	**Know Your Right's When You're Rousted**
It all started over 25 years ago!	14	**The Hollister Bash**
Righteous eastern Sportster	16	**Now You See It, Now You Don't!**
Grass freak tells you how	20	**Grow-It-Yourself, Do-It-Yourself**
It's miraculous, that thing lives!	22	**Miraculous Mutha**
For 74's with two-brush generators	23	**Simplified Wiring Diagram**
You'll have to see it to believe it!	24	**Spider's Hang-Up**
The ins and outs of getting parts chromed	25	**The Bike Builder's Curse!**
From our talented readers	26	**Mutha Goose**
Strictly for your ol' lady!	27	**Eat Your Heart Out Burt Reynolds!**
Great action photos from our readers	28	**In The Wind**
Dave does his thing with Halloween	31	**Dave Mann Painting**
Don't jump to conclusions	32	**Give Us a Chance to Explain, Dammit!**
Indian being pitched as a cop bike	38	**Rare '19 Indian Motorcycle Advertisement**
The only sure way is to sleep with it!	39	**Red Rider and Little Beaver**
Beautiful panhead from the east coast	40	**Tony's The Guy With The Reds!**
News from all over the United States	44	**ABATE, The Street Biker's Organization**
Sportster owner beats 'em away!	46	**Make-Out Machine**
A good place to buy and sell your goodies	66	**Choppershopper**

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Cover Photo by Pete Chiodo.

TAKING IT EASY

By Spider

Hypocrisy in the straight press: A national news magazine apparently created a new word recently when they reported that Germaine Greer had called the Demo Convention "a crock of s---." Now, what do you suppose "s---" means? Do you think it could be a feeble attempt at protecting their readers from some nasty word?

Inside fact: I have it on good authority that downers outsell uppers by four to one. Don't ask me where I get my info—just read and believe! Heal! Heal! Heal!

Nixon and Company: Nixon's federal narcs have seized (and, we are to assume, destroyed) 339,587 pounds of killer weed this year. But they were able to snatch only a measly 1,626 pounds of the hard stuff. Do you suppose that means potheads are largely Democrats, and the smack users are Republicans?

Barf Department: John Ingersoll, director of the Bureau of Narcotics, recently told a cop convention that "Police officers have a duty to protect the public from vicious ideas." He was speaking against legalizing pot. "We must," he continued, "become active spokesmen on these crucial issues. It is our duty not only to protect the public in the streets from vicious criminals, but to protect the public from vicious ideas when we clearly recognize them." Perhaps if they didn't sweat "ideas" and other victimless crimes, like pot smoking, they'd have more time to do their job, and thus reduce the crime rate.

Little-known leg-wetting fact: A snail has one 25-millionth of one horsepower and zips along at .000033 miles per hour.

You dudes in Miami, Florida, had better watch out. The closet queens are out in the open now. Two Miami ordinances outlawing female impersonation were struck down, and now guys can legally go around in drag. Now, when you grab a handful, you can't be certain of what you're grabbin'.

Egyptian narcotics smugglers name their different brands of hashish after famous figures. One of the most popular brands is "Churchill." Recently, after mixing up a particularly potent, lung-rotting batch of hash, they named it "Nixon."

Some spaced-out laboratory expert has determined that 10 cows belch enough methane gas each day to keep a stove, a water heater, and a furnace burning in a small house. And speaking of methane gas, did you read about that guy in England who uses the methane gas that results from the decomposition of shit (horse, pig, cow, bull, chicken—you name it) to run his automobile? He claims 15 pigs produce enough manure to make 300 cubic feet of methane a week. That's about the same as nine gallons of gas at a cost of only 2½ cents a gallon. It works too! With a converter, he powers his car with it. Just think, all you need in order to get around the high cost of gasoline is some cows with gastric problems, or horses, pigs, bulls, or chickens, and a large supply of laxatives.

Are you a criminal? If you have any sexual activity, even with your wife, other than the standard kissing, caressing, and stereotyped vaginal intercourse, you are breaking the law. Every state in the Union has laws against any other form of love making. A guy's wife in Indiana got pissed at him and turned him in for sodomy (he didn't force her) and then later changed her mind and tried to withdraw the complaint. (She missed him.) The State refused to drop charges and sent the imaginative lover to prison for 2 to 14 years!

Das Waffen=SS Kradschutzen=Kompanie

The Third Reich's Waffen-SS Motorcycle Corps could be said to have been the original motocross riders, for they jammed their motorcycles across country over all terrain, even through mud and sand, while in the thick of battle.

Now, for the first time, you can purchase an exact reproduction of the Kradschutzen belt buckle that the motorcycle corps wore. Authentic in every detail—even down to the minute etched details that the Germans are famous for.

Actual size

Quality guaranteed or money refunded

The SS design is authentic, and absolutely perfect in every detail.

In order to capture the fine detail, expensive dies were etched to insure that each buckle produced kept all of the original intricate detail. Each leaf, each edge, is sharp—custom produced for only those who want the very best.

As were the originals, each buckle is brass plated for a lifetime of tough wear.

Each buckle comes complete with a 1¾-inch-wide belt, made from the strongest, finest cowhide we could find. The quality of the leather is in keeping with quality and craftsmanship of the buckle.

Three colors of belts are available: light brown, dark brown, and black. Buckle is interchangeable, so in addition to the belt that comes with the buckle, you may purchase two additional belts and thus have all three colors. Order yours today.

Buckle and one belt, only **$12.50**
plus 50¢ for postage and insurance.

Full refund of your money if not satisfied!

Righteous Products

Box 361, Seal Beach, California 90740

Please send me_____buckle and belt set(s). I have indicated the color of the belt(s) below. Enclosed you will find $13.00 for each buckle and belt set ($12.50 plus 50¢ per set).

Also enclosed you will find an additional $6.00 for each additional belt ordered without a buckle.. I understand that the buckle is interchangeable. Please send me belt color(s) indicated below.

California residents add 5% sales tax.

Name____________________
Address__________________
City_____________________
State_____________ Zip______

Please send the following belt color(s) and size(s) along with my buckle. Belt Size(s)_____
☐ Light Brown ☐ Dark Brown ☐ Black

Also send me_____belt(s) in addition to belt I receive with my buckle. Send me color(s) and size(s) indicated. Belt size(s)_____ ☐ Light Brown ☐ Dark Brown ☐ Black
If you are ordering more than one belt set, indicate waist size for each as well as colors desired.

I may return this purchase within two weeks for full refund if not satisfied.

WORDMONGER'S WORD-HOARD

Did She, Or Didn't She?
□ Man, are you guys slipping! The chick on your last cover had a bra on—are you guys going straight?
Greg Williams
Fair Oaks, California

■ We make a lot of mistakes, but never in that department. That's all Laurel, sans bra, both on the cover and inside the magazine.

Almost Great News!

With clenched teeth, forced smiles, and whimpers of enthusiastic joy, Armond and his enforcers advise us that we are pleased to announce that *Easyriders*, commencing with the next issue, will be published *eight times* a year instead of the former *six times*. This means a new *Easyriders* will be on sale every *six* weeks instead of every eight weeks.

The staff is completely undone with joy about this savage and merciless attack on their broads, booze, and puttin' time. Whoopee.

Easyriders at War
□ If it wasn't for your magazine, which I can buy in the PX over here, I'd die. Getting your magazine is like getting food for my brain to live on.
Last of the draftees,
Grub Clawsen
Long Bihn, Viet Nam

Do Time for Harley
□ I'd let them add 30 days to my time, just to hear a big one kick over and run through the gears again.
Smoke
Federal Home for
Wayward Bikers
Sandstone, Minnesota

Yamagoochi
□ You have used the name "Yamagoochi" when referring to a Japanese made bike—any Japanese bike, no matter what the actual make. Well, I thought you would be interested to know that there is a motorcycle by that name. It's spelled "Yamaguchi."
G. A. Tyler
Palmerston, New Zealand

New Harley Club
□ We are getting together a Harley Club. No fees, no dues, just a safe, legal Harley. Anyone around the Louisiana area is welcome to join. We will accept members with dressers and choppers. By the way, we think your rag is the greatest thing since snatch.
Steve Schultz
1641 Southland Ct. Rt. 3
Baton Rouge, La. 70808

Heaven's Devils
□ We all dig your magazine down here in Victoria, Australia. We have our version of a chopper, but unfortunately we only get to take them out at night while the pigs are away. We have forty mean men in our chopper club.
Heaven's Devils
Victoria, Australia

He was REALLY Drunk!
□ Man, did I ever blow it. I had a '50 EL Hog. It wasn't much to look at, but it was chopper material. Well, after a long night of sipping the juice with some characters I never saw before, I crawled out the front door with one helluva hangover and found out that I had horse-traded my Hog for a 650 limey. Needless to say I never saw the guys again. Man, I've had a bad case of Hershey squirts ever since!
Frank Benjamin, Jr.
Duluth, Minnesota

How Come, How Come?
□ How come you guys put that rank-looking "Tractor" in your rag? Between the bike and the raunchy-looking owner, the whole thing looked like an article on a cruddy outlaw type—the type that's ruining the image of us regular bikers.
Tim O'Brien
Boston, Mass.

■ Long hair and a beard isn't screwing things up—it's the punk getting his jollies on the racket his screaming expansion chamber makes that bugs most straight people. By the way, what do you ride?

It's About Time
□ It's about time you showed a rider that looks like one. I'm speaking of "Bandit" and his "Tractor." He looks like he rides, and that's more than I can say about some of the pussies you had in your mag.
Joe Palmeri
Philadelphia, Pa.

■ Yeah, he must look like he does a lot of other things too, because he gets stopped by the heat and checked over just about every time he leaves his house.

Response To 24-year-old Bag
□ I want to tell that 24-year-old bag who wrote you recently that I'm 24 too, and there's nothing I like more than to have my boobs sticking out and being ready to get laid. It is not unhealthy for kids—and the staff is welcome to them anytime.
M.O.E.
Hollywood, Florida

■ Thanks a lot, but you didn't tell us your address. Do you realize what you're doing to our heads?

Didn't Expect It of Us
□ Now wait a goddam minute! You people have been damned straight out on the bike scene ever since your first issue, but you just blew it. Do you honestly feel a helmet does no good in a wreck? I would expect that from a non-biker, but not from you guys. We are agreed that Big Brother has gone too far and must be stopped, so fight the laws you feel are wrong. But when you imply that helmets are useless you are going too far yourself.

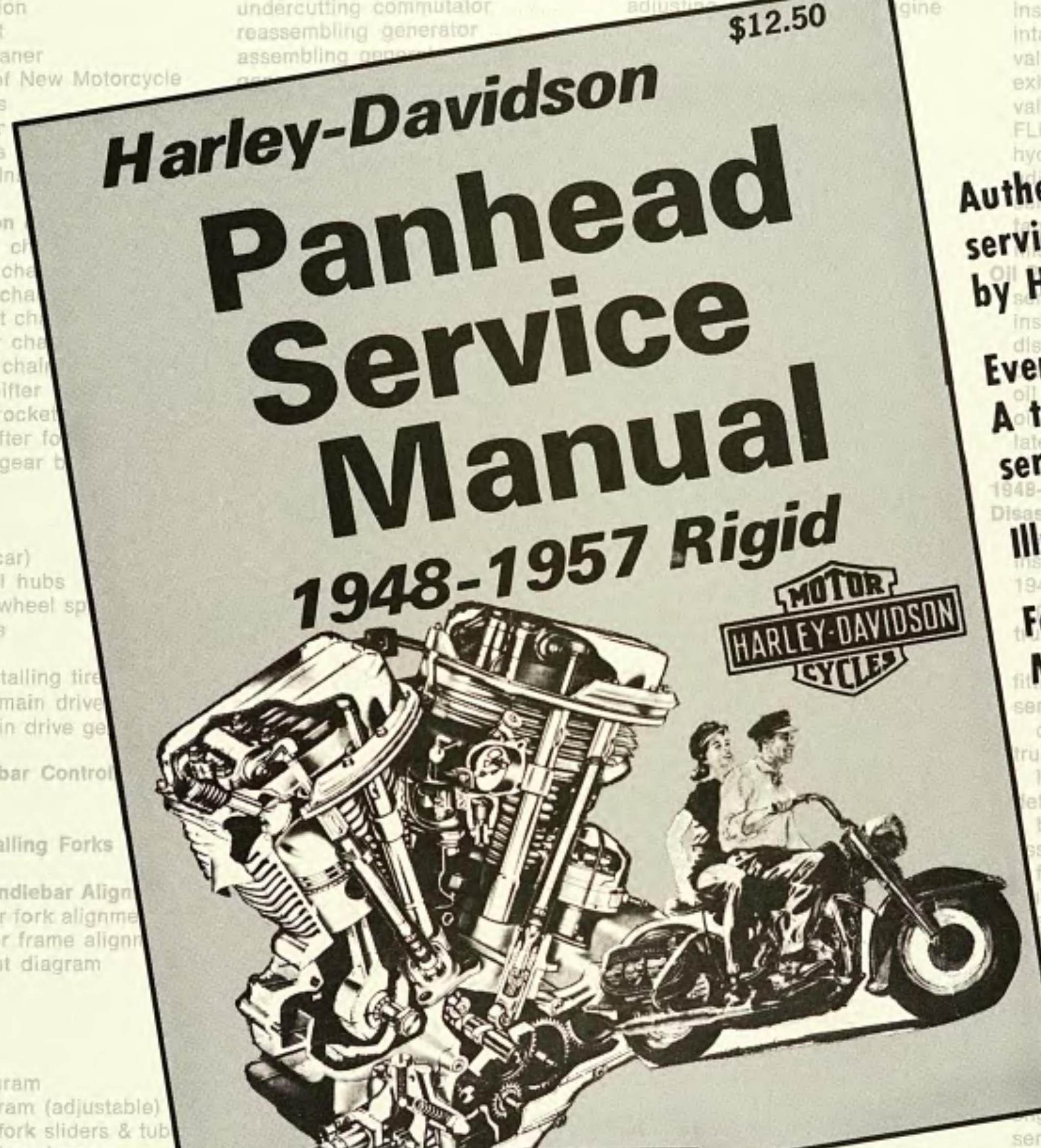
These horseshit laws have got to stop, but don't mislead the people. Helmets are worth it. Oh, a helmet may be uncomfortable at times, but in that split second when you need it, it makes all of the hassle worth while. I'm alive today only because of a helmet. Think about it—fight the laws, not the helmets.
Dave Hannison
Staunton, Va.

■ Calm down, calm down. You misread the "Case Against Helmet Laws" article. The point of the article was that the statistics the government and state officials use to indicate the need for helmets do not prove their case, which is the basis of the mandatory helmet laws. Their own statistics prove them wrong—and this was the point of the article. The author wears a helmet, and stated so twice in the article, while also saying that he was not against **voluntary** use of helmets. I do not wear a helmet, nor does anyone else on the staff, and we refuse to accept helmet advertising—so that's where we stand. I was outside a bar once when some guy inside took offense at some other dude trying to play kneesies with his ol' lady and creased the side of his gourd with a .38, the shell going through the bar's front door and slamming into the telephone pole I was leaning against. And you know, the thought of wearing a bulletproof vest after that never entered my mind. If you're going to get it, you're going to get it; hell, the other day I read about a wealthy guy choking to death in a fancy restaurant from a piece of $15 steak getting caught in his throat.

Wants First Issue
□ I need the first issue of your mag. So how about getting some freaked-out, long-haired biker to contact me. Maybe he could burn his buddy's and send it to me.
D. Kitchell
W. Monroe, La.

—Continued on next page

Available for the first time!



Authentic, original service instructions by Harley-Davidson

Everything from A to Z—Complete service information

Illustrated

For OHV Twin Models—1948-57

Corrected and Updated

$12.50

✓ **Knucklehead Service Manual**

for the OHV 61 and 74 cubic inch engines and the side valve 74 and 80 cubic inch engines

$9.95

✓ **Harley 45 Service Manual** ***$7.50***

Just Out!

Only $14.95

1941 to 1954 Harley 45, 61 and 74 Parts Catalog!

Original Harley Catalog complete with names and addresses where you can buy obsolete parts.

Send your order to: **PAISANO PUBLICATIONS, INC.**
819 S. Glenoaks, Burbank, Calif. 91502

☐ Knucklehead Service Manual $9.95 ☐ H-D 45 Service Manual $7.50
☐ H-D Panhead Service Manual $12.50 ☐ Spare Parts $14.95

Name ______

Address ______

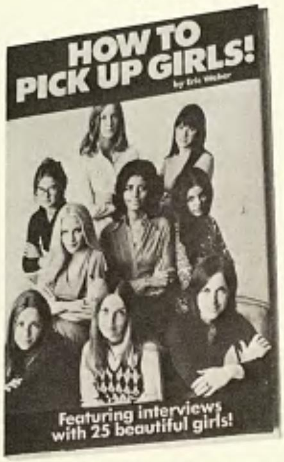
City ______

State ______

Zip ______

(Personal checks must clear) Postage Paid

"If only I had this book before I started shackin' with my present orangutan!"
-Spider



Contained in this book are actual interviews with 25 beautiful girls. They tell you — *in their very own words* — exactly what it takes to pick them up.

It's easy to handle girls once you've been introduced to them. But what if there's no one around to introduce you? If the girl of your dreams is a gorgeous stranger you see walking down the street?

HOW TO PICK UP GIRLS has all the answers. Here are just a few of the surefire techniques you can learn and master:

How to make shyness work for you
How to be sexy
Best places to meet girls
50 great opening lines
World's greatest pickup technique
Why women are dying to meet you
How to get women to approach you

Send for your copy right away. Within days, you can actually be picking up beautiful girls. This is a serious how-to-do-it book, published by the famous Northern Valley Co. of New York.

How To Pick Up Girls
Box 711
Burbank, California
91503

Enclosed is $7.95. Rush me my copy of HOW TO PICK UP GIRLS right away.

Name__________
Address__________
City_____ State_____ Zip_____

■ You're in luck! We just discovered some boxes of the first issue that had been marked wrong, so now, while the supply lasts, we can sell first issues—see ad in back of mag.

Rag Gets Around
☐ Your rotten rag really gets around. It's on sale at newsstands in Hong Kong and in the Philippines. The dudes in the Philippines live by your rag. They're not hassled by the police, and there is only one stop sign in the entire city of Olongapo.

Robin Toney
USS Coral Sea

■ No wonder they're not hassled. They know which stop sign the police are watching.

A Few Words from Q
☐ Our prison library just received their first copies of your magazine, and all of us scooter nuts want to express our thanks to you for thinking of us.

R. L. Shepherd and
the other
Cons at San Quentin

An Art Lover
☐ Wow! Two Susies in one issue—far out! I especially like the one Robinson was doing his number on, but of course I could see more of her—and I've always had a thing for fine art.

Frank Robinson
Cleveland, Ohio

Died Laughing
☐ I just want you to know that I laughed until I cried over that bird crappin' on the Norton joke. I spilled a beer on the guy next to me, but he came undone too when I showed him the gag. You guys are toooo much!

Jake McNerney
Phoenix, Arizona

Another Proofreader Bites The Dust
☐ I don't mean to put down your poor proofreaders—everyone needs to get loose once in a while—but there was a goof in the spec chart for the dual shovel bike. The forks were "Cerianni," not "Cerrinia."

Dennis McIntyre
Modesto, California

■ There's not one dirt or competition biker within a mile of the office. The slobs on our staff would think of wine whenever they saw a name like that.

From Downunder
☐ I really go for you blokes' style—I get every issue you publish. I thought you would like to know about some of our hassles: There are only two chopper shops in all of Australia. Trikes are unheard of, as the law has no provision for their registration except as tractors (like farmers use). Top speed allowed is 70mph; 50mph if carrying a passenger. Separate car and bike licenses. Compulsory helmet law, and helmets must have British stress standards approval sticker on them. Mud guards must extend 14 inches below center of wheel. Actually the laws go on and on, just like yours do.

Geoff Richardson
Vigilantes M/C
184 Murry Road
Preston, Melbourne 3072
Australia

Help Needed In South Africa
☐ I was wondering if you or your readers could send me information on how to build a chopper. Whatever bike I am to build will have to be an English or Japanese bike, for Harleys are impossible to get here.

S.M.N. Teddy Watt,
70406129N
12 Squadron
1 Signal Regiment
Voortrekker Hoogie
Transvaal, South Africa

A Dry Spell In Texas
☐ It's a proven fact that there are three types of recreation that a bike freak likes. They are wine, women, and grass. You've told us how to make different wines at home, and I'm not interested in raising girls, but how in hell do you raise grass?

Bob N.
Amarillo, Texas

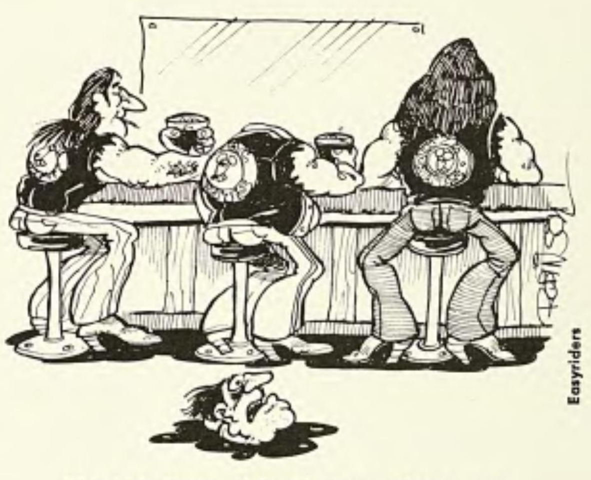
■ I don't know why anyone could possibly be interested, but there is a grow-it-yourself how-to-do-it in this issue.

Don't Trust Your "Friends"
☐ Some sonuvabitch ripped-off my '49 panhead, worth about 3200 smackers. Brand-ass-new engine with '46 Indian springer. I was set up by a small circle of "friends." I'd like to warn other bikers to watch their "friends" closely. Someday the truth will come out and I'll have my day.

I'm so uptight from writing this, I think I'll go back to your far-out rag and a joint.

Pissed
San Diego, California

Digs Boozefighters
☐ I sure dug your fiction titled "The Beer Run." All I can say is that it sounds more like fact than fiction. I can think of a number of runs I've been on that have turned out the same way. No matter what club I'm on a run with, it always turns out with a couple of heads getting thumped—



"You'd better cool it with those whites, man, they put you in a nasty mood!"

but what kind of party or run could it be without a little fun and games as you go?

Bob Tribble
Salem, Oregon

Dressers and Fatbobs

☐ I know you dudes aren't going to like what I'm going to request, but I'm going to ask anyhow. Why don't you put some articles on dressers and fatbobs in the magazine? I'll admit some guys go overboard with the junk they put on their dressers, but I have also seen a lot of junk on some choppers too. Believe me, dressers are on their way back in along with the fatbobs—and they're getting there fast.

N.S.
Milwaukee, Wisconsin

■ There's a helluva good dresser magazine already on the newsstand. I promised Roger Hill, its editor, not to feature dressers, if he promised not to feature choppers. You can subscribe to **Road Rider** at Box 678, South Laguna, California 92677.

Another Point of View

☐ I'm glad to see that you chauvinistic cocks finally got around to printing an article from a female's point of view. Although I wouldn't put up with half the crap she did, I still dig reading something about bikes by a woman.

Ms Jackson
New York, N.Y.

■ Hey, we dig women. In fact, there's only one that we're not sure of—and she's (it's) on our staff. Actually, there are times when we like her—it depends on whether we're downwind or not. (I'm speaking of our dear old Mutha, of course.)

ABATE Should Be Recognized

☐ That special engineering report by ABATE that proved extended front ends can be safe was long overdue. That's the kind of solid, factual engineering data that we need to combat ignorant laws. I can't see how official "opinions" can combat mathematical formulas. ABATE should be recognized and praised for their positive approach to our dilemma.

Jerry Jonstone
Goose Bay, Oregon

■ In this issue, the ABATE report is on knowing your legal rights—knowing what to do and what not to do when being hassled or arrested by the police. That last report, in addition to being a scientific defense of extended front ends and rakes, also dispelled the police's center of gravity harassment tactic (c.g. doesn't change more than an inch, no matter how radical you get). It **looks** as if the c.g. changes, and that's what the police move on, but the scientific fact is that it does not—or not enough to be considered unsafe. In the next issue, the third ABATE report will be on handling. Every report is written in order to give every biker scientific evidence to use in court, to combat local unfair laws—in order that the fight be from a position of scientific fact—not merely an opinion.

Why Only In Easyriders?

☐ Why is it I only read about ABATE in **Easyriders** and not in the other magazines?

S. Goldstein
Larchmont, N.Y.

■ I think it may be due to the fact that ABATE is a comparatively new organization and not too well known yet. But we are making progress. **Motorcyclist** magazine requested reprint rights to our "Case Against Helmets" report. **Road Rider** magazine has written and offered support. I believe that, in time, most of the general-interest motorcycle magazines will aid us—and, of course, that's where the largest number of readers are—but it appears that some chopper magazines are going to drag their feet for one reason or another.

From Yorkshire

☐ Having been a motorcyclist for some time, and in the process of having read every motorcycle magazine I can find, I was pleased no end by your publication. It is the first that looks at motorcycling and its attending pleasures and problems from what I consider the correct angle. As for ABATE, keep up the good work—what the cyclists in the U.S. get today, we get tomorrow.

John Dyson Barrowclough
Yorkshire, England

Have anything to say? Want to bug the staff about their mistakes? Want to give a well deserved pat on the—back? Poison pen letters, threats of violence, love letters, and demands for payment, may all be sent to Wordmonger, Easyriders *Magazine, Box 2086, Seal Beach, California 90740*

"You'll dig the shape on this chick, man. Talk about being stacked!"

WINE

If you live in, or plan to pass through Southern California, how about dropping in on our Winery Tasting Room? Slop up some juice where the heavy people get it on (Miraculous Mutha freaks out on our Golden Angelica, ask Old Purplefoot).

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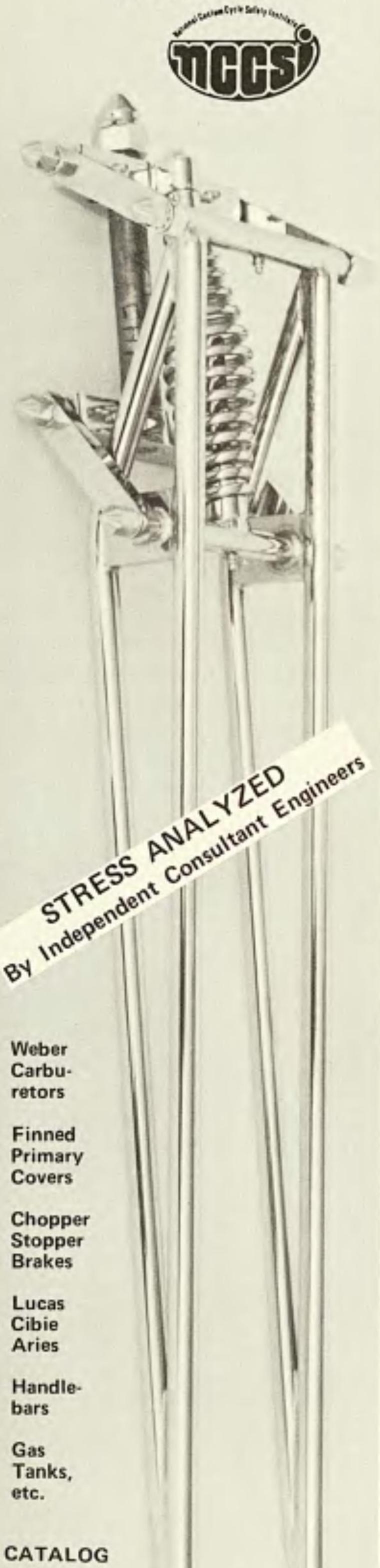

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Biker's Digest

Miscellaneous quotes from other biker rags

Super Glide road test . . .

"To compensate for the 'growth' of the extremely tall cast iron cylinders and the aluminum cylinder heads when the engine heats up, automotive - type hydraulic valve lifters are employed to maintain a no-lash condition over the long distance between the camshaft in the crankcase and the valves in the top of the engine. At the extreme, this 'growth' can approach 0.040 in., but the hydraulic lifters help keep the Super Glide's engine quiet mechanically.

Due to Harley-Davidson's extreme care in cam grinding the pistons and then inserting a thin steel blade extending between the thin front and back sections of each piston, the clearance between the pistons and cylinder walls is held to a miniscule 0.001 to 0.0015 in. Considering its sheer size, the 74-cu. in. Harley-Davidson engine is one of the quietest air-cooled units we've had the pleasure *not* to hear. Such small clearances indicate that the 74 is built to last."

—*Cycle World*

Super Glide road test . . .

"Both the joy and the curse of the Harley is its stone-age design. A joy because whatever can go wrong already has, so there are no nasty surprises. A curse because the bike can't keep up with its competition on almost any point, even with its massive torque.

Styling is probably the Super Glide's high point. It *looks* sexy, and its looks, coupled with the ka-chumpha of its exhaust, make it an object of desire.

But . . . .

But, even with all that torque, it is so heavy that most of the other bikes could out-accelerate it, and have higher top speeds as well. Its quality of workmanship was so-so, and everyone, chopper riders, street riders and dirt riders, complained about the seat and about the seating position."

—*Big Bike*

"Our contribution to anti-bike legislation has been the support of MIC . . ."

"Our comment did not put down the organization called ABATE, just its ability to do anything to stop anti-biker legislation. The point made was that it is not the fault of the organization, but rather the fault of a concept which requires consumers to band together and act in unison. History is full of cases where consumer groups failed their mission simply because inertia in such groups is insurmountable.

Post-morten analyzing of such groups always points to one overwhelming conclusion: The group failed because once formed it became complacent and ineffectual in its mission. Although it is a group organization, all members think and act as individuals, each waiting for someone to make the necessary moves.

Our contribution to anti-bike legislation has been the support of Motorcycle Industry Council (MIC), the only organization we feel holds any promise for actually offering help."

—*Larry Kumferman*
Custom Chopper

● *The best argument and perfect example of a consumer organization working together is the recent defeat of the rash of anti-gun laws that were proposed in the U.S. Senate and were overwhelmingly defeated—largely due to the power and influence of the National Rifle Association.*

MIC is an organization of manufacturers, distributors, and dealers. Their interests are not the same—in fact, are opposed to the interests of the street biker, chopper owner, and builder. MIC's interests are selling new *motorcycles and accessories. Their interest in legislation is selfish, for certain kinds of legislation hurts the MIC member's pocketbook. The sole campaign, or "offering help," MIC has made against noise was brought about by the fact that dirt bikes were slowly being outlawed because of their ridiculous noise. You sure as hell don't see them fighting against mandatory helmet laws, or other laws that affect the everyday street biker, do you?*

It's understandable for a magazine to be in favor of MIC; after all, MIC represents a lot of advertising revenue via its membership. But aside from that, what can you expect from an editor that passively, or callously, waves off the unjust affront against the personal rights of bikers, as he did at the close of another article in the same issue: "Kansas is the latest state to take the inevitable course of all states—mandatory helmet wearing. It is estimated that within two years all states will have passed the helmet bill into law. Goodbye individual freedom, hello life saving."

Talk about complacency! Or maybe it's lack of interest. Either way, we feel that even one lousy letter, one protest, one attempt to change things, is one helluva lot better than merely shrugging your shoulders and saying, "Goodbye freedom." ●

"What th' hell ya mean, that's where you hid the stash!"

$10 for your jokes!

We know you've heard some good ones lately, so clean them up a little, and send them to Silly Tilly, Box 2086, Seal Beach, California 90740.

A guy was ballin' his chick in the back seat of his car when all of a sudden they heard a loud knocking sound on the window. Looking up, they saw a cop standing outside with his nightstick in hand. "I'm next," yelled the cop.

All of a sudden the chick noticed that her boyfriend began to shake and sweat. "What's the matter with you," she asked.

"I ain't never screwed a cop before," he answered.

—Angelo Berrito
Mount Vernon, New York

There was this bike freak who went to the unemployment office for his interview. The state official asked him a lot of questions and finally asked him if he had any special talents.

The biker grinned. "I can sing through my ass."

The state official had heard everything on his job, so he merely replied, "Oh good, let me hear you."

The biker wanting to continue getting his check, figured he'd better do it, and so he removed his Levi's and took a crap in the official's waste basket.

Shocked, the official sputtered, "What—what . . ." He couldn't believe his eyes. "What the hell are you doing?"

"Well, man," the biker explained, as if the man had asked an especially stupid question, "I've gotta clear my throat first!"

—Jim Edell
Wayne, New Jersey

Then there was that guy who used to take out a bootlegger's daughter, and every night she made him liquor.

—Bob Schwartz
Sheridan, Wyoming

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Know Your Legal Rights When You're Rousted

By Leonard Strong

We Americans are in many ways a strange breed. We tend to fight like wildcats for our rights and privileges, but most of us don't really have the slightest idea of what our rights and privileges are. How many of us know anything about the Constitution? The Bill of Rights? How many Amendments in the Bill of Rights, and what do they protect us from? Given the legal hassles faced all too often by the biker—and especially the chopper rider—it seems only reasonable that he should know at least something about his rights and privileges. That's what this article is all about.

The Constitution provides certain guarantees. Of them, at least four are absolutely vital to the biker: the Fourth Amendment (search and seizure), the Fifth (self-incrimination), the Sixth (right to counsel), and the Fourteenth (due process of law).

"The Constitution provides you certain guarantees—four are vital to the biker."

Let me set the record straight at the beginning to avoid any misunderstanding. I am not against cops. But I am against bad cops and illegal cops. I believe in the rule of law, not in the rule of men. No one is above the law. The law must apply to all, or it applies to none—police and layman alike.

This is an article on felony violations and possible convictions, and the disastrous results a conviction can cause in terms of consequences to one's life. Misdemeanors are therefore not a consideration here—since the penalties and the results are far less serious than for felonies.

In most cases, how to handle misdemeanors can be figured out by the biker without even having to consult an attorney. A felony is definitely a different ball game. But, since the average rider does not carry an attorney along with him, he had better know something about these more difficult and serious situations.

Cops are recruited out of the available labor market. How much they know about the law often depends on how much they are paid. Poor counties, for example, cannot always afford to pay newly elected sheriffs and their deputies as much as larger, wealthier counties do. In most cases it is impossible to send these men to school for training in the law. The same situation generally holds true for the city police, particularly in the smaller cities. Is it any wonder that there is a high turnover rate of employment with local police?

Guilt or innocence is not a consideration of this article. The State bears the burden of proving allegations against the accused anyway. To put it another way, it is not up to the accused to prove his innocence.

However, without an understanding of the prescriptions and procedures of the U.S. Constitution and Bill of Rights, the law enforcement officer is wandering about in the strait-jacket of his own ignorance. It is the bungling mistakes of these unskilled police that have created test cases like Mapp, Escobedo, Miranda, Wade, and others. If the officers had conducted themselves properly, these cases would never have come to the attention of the appeals courts.

"You cannot legally be stopped or questioned because you look suspicious."

But every one of these cases was so repugnant and raised such a stink that the nine judges in D. C. had no choice but to rule in favor of the accused. Naturally, this opens the door for action against the police for false arrest.

—Continued on page 54

The photo on the opposite page was featured in the July 21, 1947, issue of *Life* magazine. It was featured again, 25 years later, in July of this year.

While digging around in Smiley's dingy garage, we discovered a copy of the 1947 issue. Here's what it said under the photo: "On the Fourth of July weekend 4,000 members of a motorcycle club roared into Hollister, California, for a three-day convention. They quickly tired of ordinary motorcycle thrills and turned to more exciting stunts. Racing their vehicles down the main street and through traffic lights, they rammed into restaurants and bars, breaking furniture and mirrors. Some rested awhile by the curb (see photo). Others hardly paused. Police arrested many for drunkenness and indecent exposure but could not restore order. Frankly, after two days, the cyclists left with a brazen explanation. 'We like to show off. It's just a lot of fun.' But Hollister's police chief took a different view. Wailed he, 'It's just one hell of a mess.' "

In the following issue of *Life* magazine, there were letters protesting the "obnoxious" picture. Here are some of the comments. "The 4,000 in attendance were not members of one club but were probably composed of 50% AMA members and 50% more motorcyclists out for a three-day holiday. About 500 made the event the debacle it was."

Another letter, from Keenan Wynn, went like this. "There is a natural tendency when you first begin to ride a motorcycle to feel that you are above the crowd and consequently you may do many childish stunts to impress the bystander. However, the longer you ride, the healthier a respect you gain for the motorcycle itself and realize that you need possession of all your faculties to master this man-killer. Drinking beer, as our friend in the picture seems to be doing, is one of the fundamental 'don't's of riding.

"I would like to mention some other safe and sane Hollywood motorcyclists. Clark Gable, Larry Parks, Randolph Scott, Ward Bond, Andy Devine, Bob Stack; I could go on ad infinitum."

A letter from Paul Brokaw, editor of *Motorcylist* magazine, showed particular outrage. "Words are difficult to express my shock . . . We regret to acknowledge that there was a disorder in Hollister—not the act of 4,000 motorcyclists, but rather a small percentage of that number, aided by a much larger group of nonmotorcycling hell-raisers and mercenary-minded barkeepers. We in no manner defend the culprits—in fact drastic action is under way to avoid recurrences of such antics.

"You have, however, in presentation of this obnoxious picture, seared a pitiful brand on the character of tens of thousands of innocent, clean-cut, respectable, law-abiding young men and woman who are the true representatives of an admirable sport."

Sorta makes you wants cry, doesn't it?

Because the Hollister bash got so much publicity, Hollywood, one to never pass up a good thing, turned the damned thing into a motion picture in 1953. It starred Marlon Brando and Lee Marvin. As *Life* said in reviewing the Hollister fun and games 25 years later: *The Wild One* became a milestone in movie history, launching the cult of gang violence in films. It also helped create an image of motorcycling that nonviolent bike riders have been trying to live down for a quarter of a century now."

Marlon Brando
as he appeared in
the motion picture
The Wild One.

You might say this was the beginning of the outlaw biker, "outlaw" meaning a non-AMA member or club *outlawed* from AMA-sanctioned events. The chopper at that time was called a bob job, meaning the fenders were bobbed (shortened) and all excess hardware removed. More attention was given to speed and performance and the bike's (Harleys and Indians) ability to go anywhere (cut across open fields, hare and hound races, etc.) and do anything (spin figure eights and sharp brodies), than to the bike's appearance.

There were other clubs at Hollister, but memories have faded over the years, and the only clubs that we are certain were there are the Booze Fighters, Galloping Gooses, 13 Rebels, Satan's Sinners, Satan's Daughters, and the Winos. The arrests for indecent exposure mentioned in the *Life* article resulted from the guys getting rid of the beer they had been drinking right in front of God and everybody. ■

The Hollister Bash

Story and Photos by Jake

Now You See It

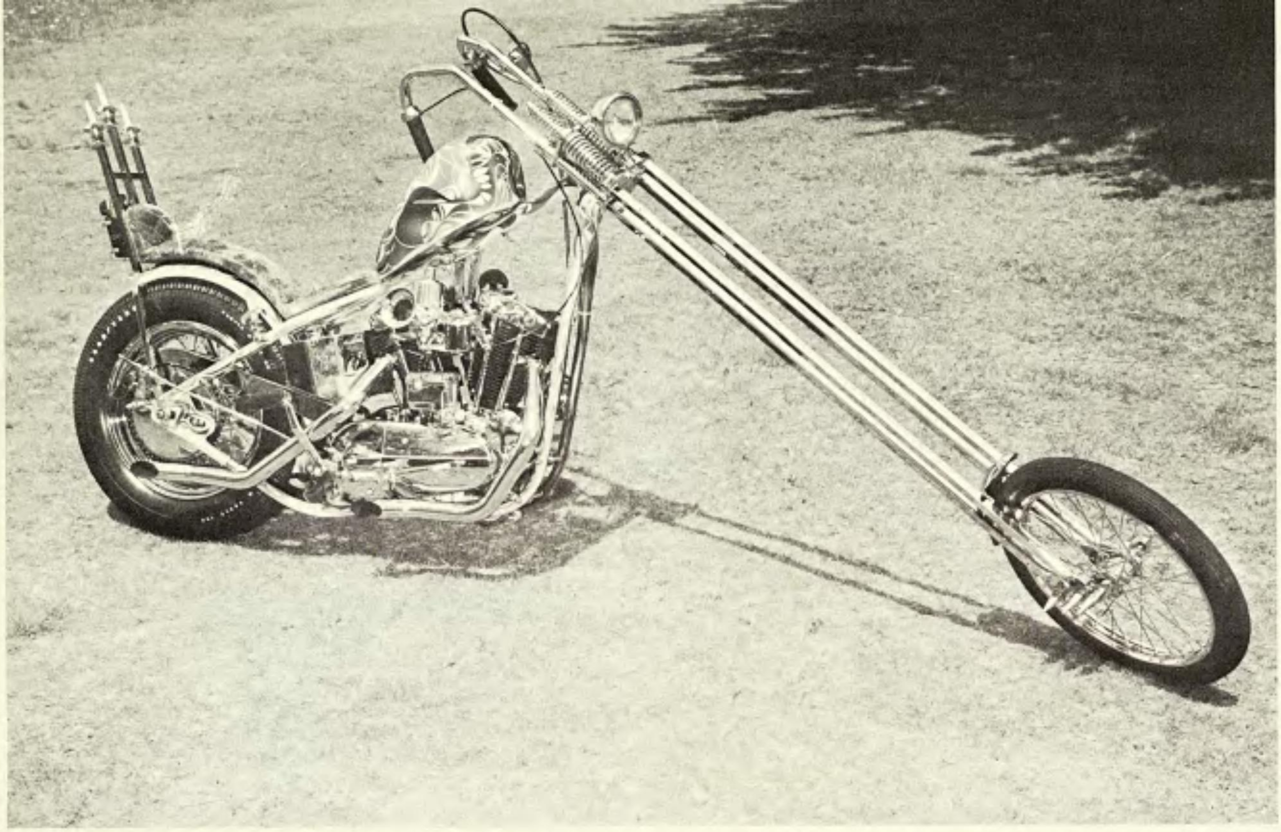
—Now You Don't!

We knew we were closing in on the track of Louie Falcigno because the trail of freaked-out straights with frazzled retinae (that's our garbage-wagon word for this month) was getting thicker. Oldsters were wandering around with spots in front of their eyes, and teenybops were mumbling, "Far out . . . groovy . . . what was it?" So we'd had forewarning, but still when Louie and his bike appeared around the corner we thought someone musta pumped a mickey into that last can of Coors.

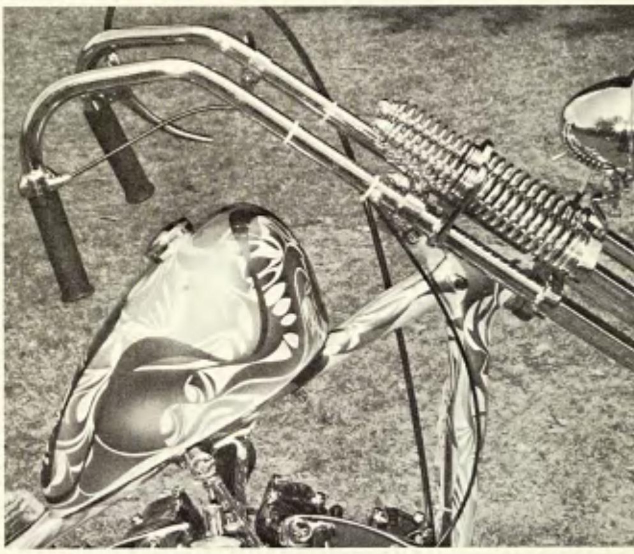
In addition to the beautiful Woody paint job, part of this scooter's appeal is that it's made just the right way to fit its owner. Even at 75 mph Louie looks like he's taking it easy in somebody's Barca-Lounger; all the controls are right at hand—and foot.

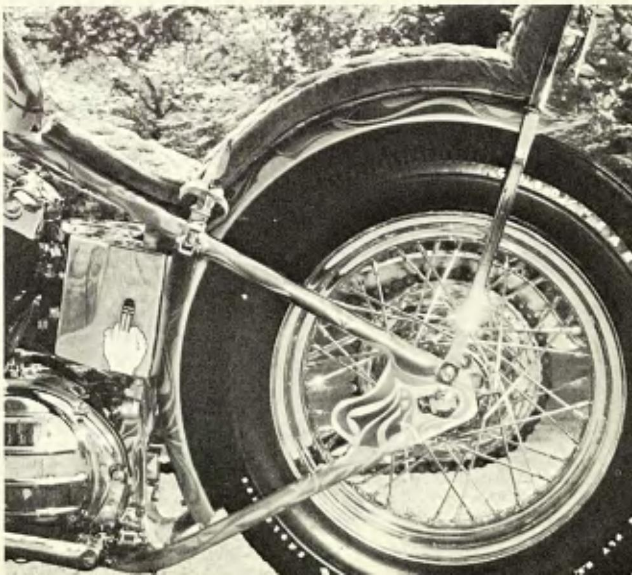
That's the way it ought to be, 'cause compared with some of us newcomers, Louie's an oldtimer at chopper building. He still has a crinkled wallet shot of his first bike, a mid-fifties "snub-nosed beezer." Throughout the years, Louie has learned—sometimes the hard way—the best methods of doing things. This includes jobbing out some areas of bike building to Connecticut specialists like Cheshire Products (machining) and Gardner Engineering (welding) among others.

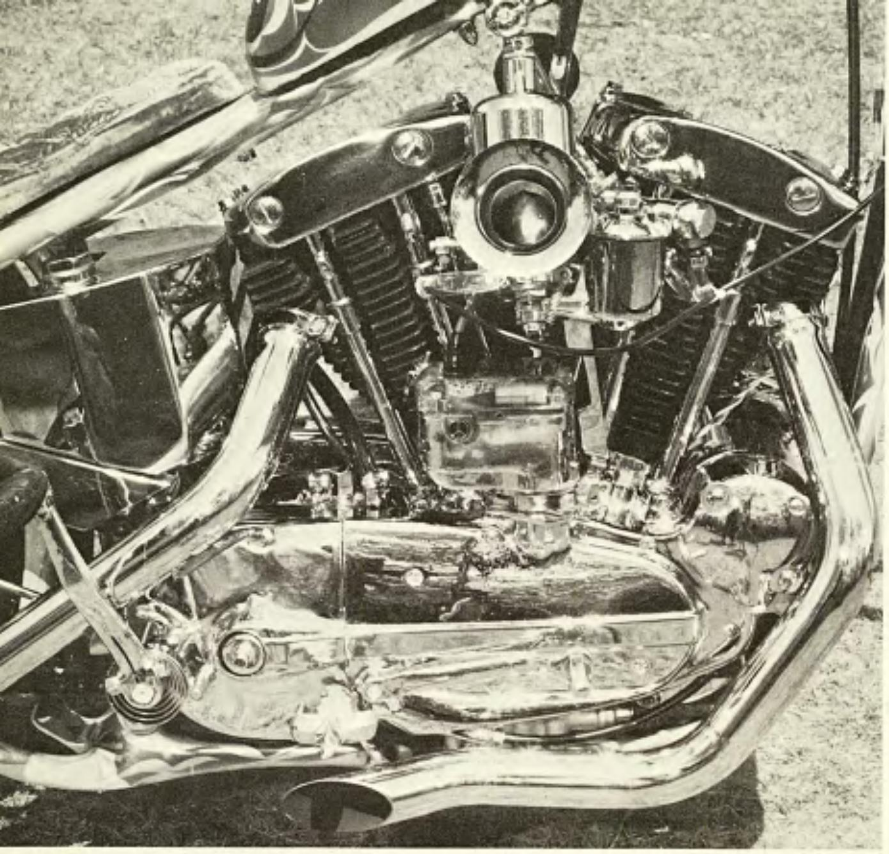
Another thing learned from experience was how to modify the frame to improve handling when using a long front end. First, the down-tubes were extended 5 inches



Riding weather is short, so Louie lives every minute of it jammin'

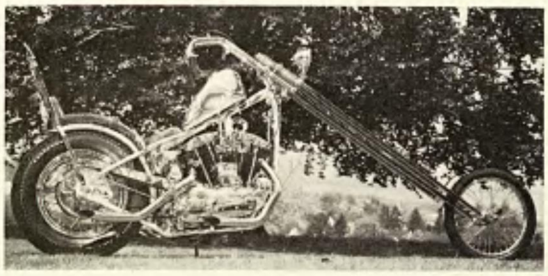


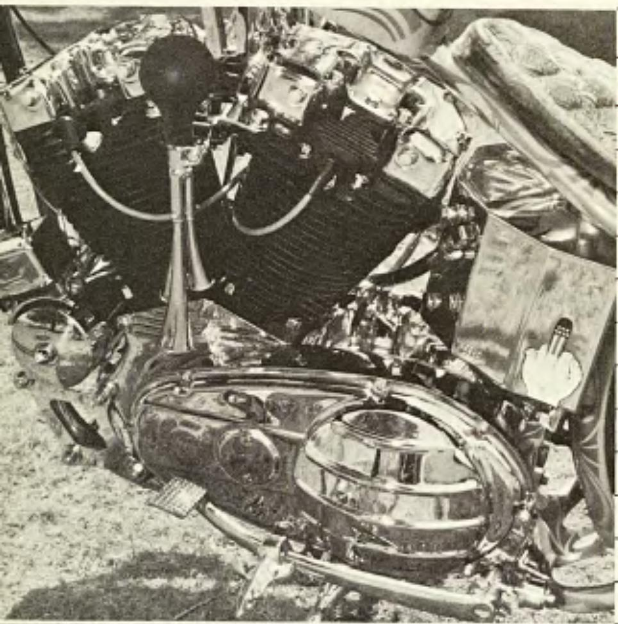




and the top bar three inches, an operation that drops the motor, lowers the center of gravity, and makes maneuvering easier at low speeds. Second, the rear hardtail was shortened; this reduces wheelbase somewhat and partially counteracts the slow handling of a long springer at all speeds. In addition, you'll notice how clean and sparse the molding is, so there isn't any bondo to crack or fall out.

Anyhow, Louie doesn't often go in for roadracing or scrambling; he uses it mostly for "cruisin'." Right, Louie? . . . Louie . . . ! Crap! There he goes! We shoulda known better than to shoot flicks in this big open pasture. Some $4000 dirt bike, huh?





Owner: Louis Falcigno

General	**Frame**
Fabrication by: owner	Year: '64—5-in.-extended downtu
Year & make: 1964 H-D	Rake: 1 1/2 in.
Model: Sportster	Rear susp.: hardtail shortened 3 in.
Value: $4000	Bars: two-piece pullbacks
Time: 6 months	Tank: Sportster
Assembly: owner	Seat: Colts, Waterbury
Chroming: J & J Chrome	Material: orange crushed velvet
Engine	Sissy Bar: owner
Year: 1964	**Forks**
Model: XLCH	Type: narrow square springer
Builder: Waterbury Cycle Eng.	Extension: 30 in.
Displacement: 55 cu. in.	Builder: Wheel Specialties
Cam: PB's	**Painting**
Lifters: solid	Molding: Woody's Auto Body
Carb(s): 1 1/2" S.V. on CCE man.	Painting: Woody's Auto Body
Shifter: foot	Color: candies over white pearl
Pipes: straight drag type	Type: acrylic lacquer
Mufflers: internal baffles	**Tires**
Stacks: none	Front: 2.25 x 17 Avon
Wheels	Rear: 5.10 x 16 Goodyear
Front: 17-in. spool hub	Rear: 16-in. 74 rim on Sportster brake

Grow-It-Yourself How-To-Do-It

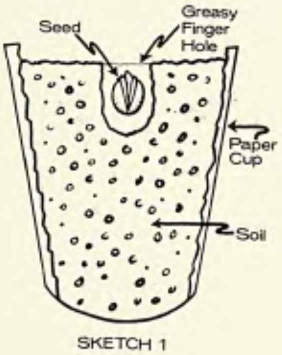
Well, bikers, it's the time of year to plant your seeds. A successful harvest is dependent on proper growing procedures. It all begins with the seed. In your bag, you will find all colors of seeds. The white ones are immature and shouldn't be used. The black ones are also no good. The good seed should be a bright grey, grey-green, or grey-brown and should get glossy if you rub them in your hands. If you aren't sure by color, then drop them in a pan of water and watch them sink to the bottom. If they aren't heavy enough to sink, then they aren't going to grow.

Now that you have your good seeds, you are ready to start them growing. You have to soak them in *pure, distilled* water overnight. Buy it at the drugstore or supermarket. Tap water has crap in it that can kill the embryo (Sorry, baby, it hasn't been proven for that kind of embryo). Don't soak them for more than seven or eight hours.

It's morning now; open your miserable eyes, wash your bike, ride around the block and come back inside. Now you should be able to see what you're doing.

Drain the water, and be gentle; if you're not, you could bruise the fertile seeds. Get some sandy-silty soil. Get some old milkshake cups from the garbage cans of the nearest drive-in food joint. You'll need one cup for each seed. The cup should be at least six inches deep and four inches in diameter. Fill the cups with soil—don't pack it in; just fill them loosely. Take your greasy finger and push a hole in the middle of the soil about one inch deep.

Put the seed in the hole, pointed end up (Sketch 1). It's gotta be this way. Cover the seed loosely with soil. Don't pack it in. Put the cups near a window that faces the east. The sun isn't all that important at this point. The soil should be moist, not wet. Now go away for four days.



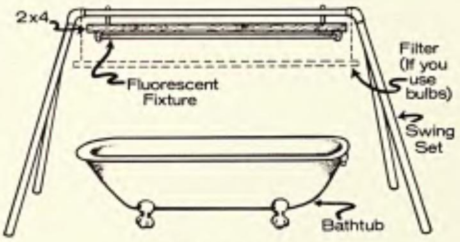
SKETCH 1

You should be looking for nurseries at this point in order to locate good humus and fine sand; both are needed in the next step. Play it cool, man; as long as you're riding around, you might look for a good lawyer and bondsman in the event that the next step isn't what I have in mind.

After four days the seedling will begin to force its way above ground, and in five days will stand erect. When it is standing erect, gently cut the cup and transplant it into a bathtub. You can get old bathtubs cheap at junkyards or construction sites. Get several. This is one time you should wear a helmet, especially if you've got long hair. I mean, construction sites aren't the safest places to go, ya know. Fill each bathtub about eighteen inches deep with rich humus and fine sand (the sand must be clean). The best way to go is with aquarium sand. The humus-sand mixture should be moist, not wet. If the soil is too wet you'll rot the seedling. If the soil is too dry you'll starve the seedling. Go out and get about twenty earthworms per tub. Put the worms in the tubs. I would like to remind you that good public relations is important to all of us, so when you're bringing the worms into the house, never mind the little girls playing on the sidewalks. Equally space the plants in the tubs, not more than three plants per tub.

You will now need light. Get some old rusted swing sets, the kind that kids play on. Would you believe that there's this jerk with a Corvette that lives next door to me who uses a swing set to pull his engine with? Yeah, really, I watched him one day. The big clown ruined a brand new swing set. Anyway, people are always throwing them out, so keep your eyes open. No sense paying for stuff, ya know? You'll notice that there are small hooks on the top rail where the swings used to go. Leave them there.

Now get a two-by-four. Attach electrical fixtures to the two-by-four (see Sketch 2). Attach the two-by-four to the top rail of the swing set. There are two ways to get the light you need. One way is to use incandescent bulbs. If you use this method, you will need



SKETCH 2

one 100-watt bulb suspended above each plant (three per tub). You will also need a filter to limit the amount of infra-red light that hits the plant. Infra-red light is necessary, but too much in the beginning will cause the plants to become sexually unstable. You see, grass can change its sex while growing, and if it does it can suffer a lowering of the stoning qualities.

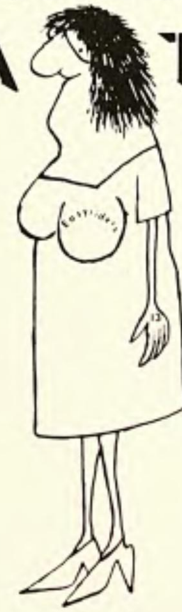
The other way is to use mercury fluorescent (a type, not a brand). One five-foot fixture and tube will be good enough per tub, and a filter is not necessary because this light doesn't give off as much infra-red as incandescent types. This light is the best way to go because it gives a more intense light. You won't have to keep the fluorescent light on as many hours as you would the incandescent.

If you use the standard light bulb it should be the clear bulb and not the soft-light type. You will have to keep this type on daily for at least fifteen

—*Continued on page 51*

By Bob (Bum) Kates

MIRACULOUS MUTHA TELLS ALL



Pucker Power

In one of your recent columns some dude wanted to know what to get for his wife to douche with. You should have told him to use Lavoris instead of Kool-Aid. It gives you pucker power. My ol' man really digs it.

Sandy,
New Orleans, La.

Around The Block

What do you think of a chick that won't give unless you let her take your bike around the block first?

Knick Knife
Atlanta, Georgia

● You'd be surprised at what a short ride on a hardtail will do for a girl. Ooooh, I just got goose pimples thinking about it.

I Want Out!

I'm in the Army and I hate it. I want my freedom. I want to get back to my scoot and party with righteous people. What is the quickest way out of the army without going to the slam?

Pvt. R.D.A.
Seattle, Washington

● Offer to go down on your base commander. You might try your sergeant, but he'd probably take you up on it.

Old Con Offers Help

Regarding that letter from a young prisoner who complained about what the old cons were trying to get him to do. Being an old con, I find that situation very interesting. I don't expect anyone to be name droppers, but just name the joint, then I can forward candy, cookies, soap, and tooth paste—we never know where we might fall in.

Brother Greek
Springfield, Missouri

● Ooooh, I just got goose pimples—again.

Blind Crab

Mutha, I don't want to offend you, or say you're dirty, but when I came to your page in the last issue, there was, honest to God, a crab crawling across your picture. If you want him back, I'll send him, but I noticed that he was blind, so if you want to I'll trade you one of mine that has no teeth.

Cannibal
Richmond, Indiana

● So that's where that sonuvabitch went! Listen, Cannibal, you're off base. First, he's a she. And she's not blind, you idiot, she's just used to dark places—the light probably blinded her, and besides, the fresh air may have made her dizzy—she's not used to fresh air, you know. Send her back, I've had her for years.

No Bike Freaks

My brother has a really cute friend. I dig him, and I've heard he digs me, but he really never shows it. Not only that, but my brother doesn't want me going out with any chopper freaks, because he says they are horny. What can I do?

Horny
Iselin, New Jersey

● Bikers? Horny? That's just some more AMA propaganda. They're always pretty nice guys around me. In fact, too damned nice—disgustingly nice.

Mutha Is Wise?

I understand you're wise to the ways of chicks and how they act. I was wondering if an earring on a guy's left earlobe has any effect on a chick, and if so, what?

B.M.
Amarillo, Texas

● It sure as hell does! But I can't remember what.

Smelly Problem

I have this problem. It has to do with my wanting to smell girls' feet while they are wearing stockings. I can smell them without stockings, but I prefer them with stockings. This problem makes it hard for me to keep a girl. I lose them after I tell them what I would like to do. What can I do?

The Foot Man
Denver, Colorado

● I can't help you with your problem until you tell me what you tell them you like to do. I understand you dig smelling feet—I knew a bicycle seat smeller once—but you've got to tell me **everything** before I can help.

Autographed Picture

I was really getting ripped when I read you were giving away autographed drawings of yourself. (I hope you realize I took a pass on some dynamite stuff to write this letter.) I have freaky and weird shit all over my apartment walls—so enclosed is self-addressed return envelope. Send me the freaky drawing of you, so I can add it to the other shit.

Dennis Hlavacek
Chicago, Ill.

● Well thanks, I think. The Robinson drawing of me is free to anyone sending a stamped, self-addressed return envelope.

Screamed Rape!

Recently 17 of us bikers got busted on a gang rape charge because some spaced-out dingbat screamed rape.

We were cleared of all charges, but why do you suppose that dingbat screamed rape?

Dirty Dick
Clarksburg, W. Va.

● I'm not sure. All I know is that after the tenth guy things sorta get hazy.

Claws His Back

The chick I've been taking out gets all hot, huffs and puffs, even claws the hell out of my back when we're ballin', but she doesn't get lubricated—and I can't hack vaseline. What should I do?

Wooly Bear
Alpha, Michigan

● As she's clawing your back, have you noticed that she's also screaming for help? No? You didn't state her age, but I'd suspect that you should wait another year or so for her to mature—say, until she gets into her teens.

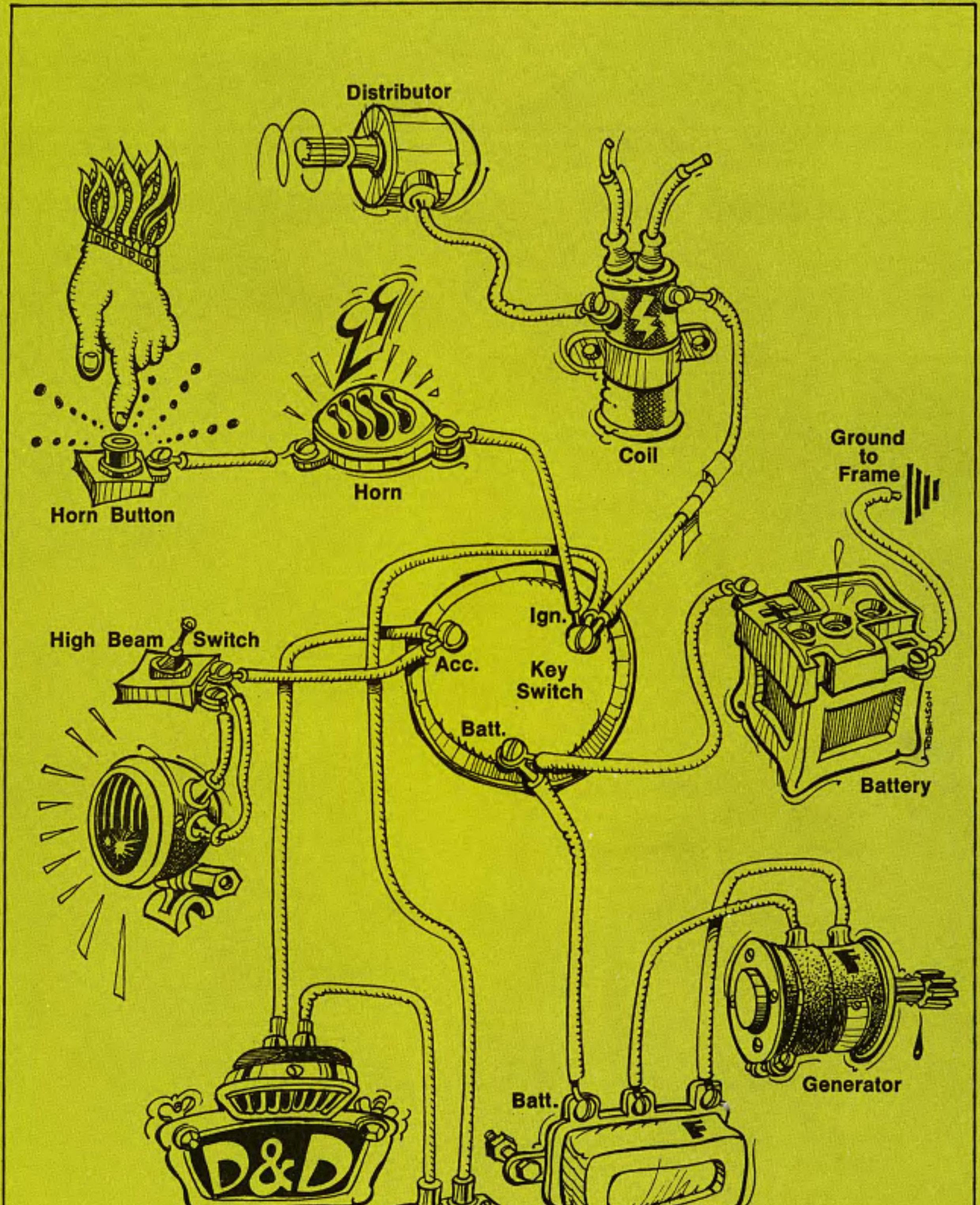
50 To 60 Guys, Wow!

Did you know that you have about 50 to 60 guys here who think you're a sweet ass? Well, I guess that's enough smoke blown up your ass, so girl, or whatever you are, stay on top of it.

Shep and Gang
Tomal, California

● You're a man of few words, aren't ya, Shep.

—Send your problems or questions home to Mutha c/o Easyriders, Box 2086, Seal Beach, California 90740



Simplified wiring Diagram for 74s with Two-brush Generator

Spider's Hang-Up

Spider suggests you read this page when your head is in righteous shape.

59¢

Play Policeman Outfit

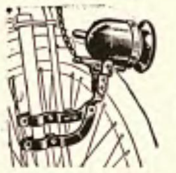
Famous Good Scout polished steel handcuffs with spring snaps; open by pressing spring. Policeman's toy club 14¾ inches long, of lightweight wood, mahogany finish. Nickel-plated star. Handcuffs alone sell everywhere for 50¢. Ship. weight, 1 lb.
Complete set ....**59¢**

Cure for the Opium and Morphia Habit

to those addicted to the habit of using opium or morphia in any form or manner whatever. We guarantee this preparation to be absolutely harmless, to contain no poisonous narcotics. Can be taken freely without producing any of the deleterious effects on the system, such as are caused by the use of opium and morphia. Immediately on taking a dose of this remedy a calming and soothing effect is produced. It acts as a tonic to the nerves; its use will completely destroy that terrible craving for morphine in those who are victims to the deadly habit of taking these poisonous drugs, and free them from their bondage, restoring their health and making them feel like living again.

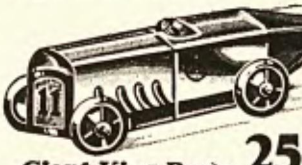
Strangle Food.

The surest and quickest death to bugs. It instantly strangles. Kills cockroaches, bedbugs, croton bugs, ants, moths, fleas, lice and all other vermin. Harmless to man, beast or bird.
No. 8R571 Price, per can 22c



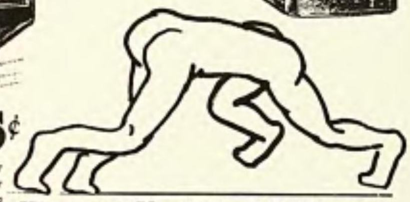
Siren Alarm

Boys, it's a wonder! The very latest in wheel horns—equal in appearance and quality to horns selling at twice the price. Produces a penetrating tone. Bullet shaped body 4½ inches long, with nickeled bell band and bracket; 3¼-inch bell shaped mouth.



Giant King Racer **25¢**

Built just like the cars used by famous racing kings. See how fast this low-built Racer scoots across the floor. Finished in bright, snappy colors and lithographed to look like a real racing car. A wonderful toy for the price. Size 12½ inches long, 4 inches wide, 3 inches high. Marx spring. Ship. wt., 1 lb. **25¢**



Wagner "Kant-Suck" Weaner

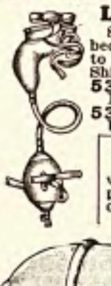
Heavily tinned metal. Permits calf to graze or drink, yet effectively prevents sucking of cow. Allows plenty of freedom and will not deform nose. Easy to put on and will not come off until taken off.
Calf size.
Ship. weight, each, 6 ounces. Each......**38¢**

Bicycle Forks

Fine quality steel tubing with forged crown. Strongly built. Can be cut off to fit bicycles with 20, 22 or 24-inch frame. Diameter of stem 1 inch; 24 threads to inch. Stationary cone for head fittings; screw for mudguard. Head fittings not included. Ship. wt., 3 lbs. 12 oz.
60 C 3431—Anti-rust finish. **$1.60**
60 C 3432—Same fork, except highly nickel-plated..... **1.98**

Improved Ear Cleaner, spoon and ear sponge combined. A very useful and pretty little ivory toilet article.

All bags have valve to prevent return flow of urine to upper part of bag. Fitted with non-leaking screw plug at base; easy to empty. Consult your physician for style of bag needed. For sanitary reasons, we cannot accept the return of urinal bags.



Long Tube Style

Sack remains outside bed at night or straps to leg when worn days. Ship. wt., 14 oz.
53 C 5014—Men's size.. **$4.98**
53 C 5015—Boys' size... **3.67**

Men's Urinal Bag

Easily adjusted leg and waist straps. Capacity 1 pint. Ship. weight, 14 ounces. **$4.59**

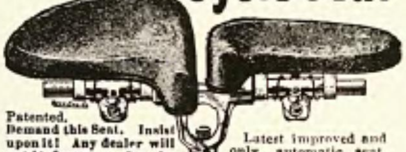
Female Urinal Bag

Pure gum rubber. Capacity 1 pint. Ship. wts.: 1 pound and 10 ounces.
53 C 5016—Women's size.. **$4.98**
53 C 5017—Child's size... **4.59**

Men's Urinal Bag
Our Best Grade

For day or night use. Well made of serviceable pure gum rubber. Roomy top holds entire scrotum without chafing. Patented shield prevents contents returning to top. Adjustable waistband and leg straps to hold in place. Capacity of sack, 1 pint. Ship. wt., 1 lb. **$5.67**

THE ONLY PERFECT CycleSeat



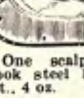
Patented. Demand this Seat. Insist upon it! Any dealer will get it for you. Can be widened to fit any rider and adjusted to any pitch.
SENSITIVE PARTS.

Latest improved and only automatic seat, each side seperate; works naturally with each leg
NO PRESSURE AGAINST

HUMAN SKULLS FOR SALE—In perfect condition. Sent, prepaid, $10.00. Prof. Campbell, 721 E. 161st St., New York.

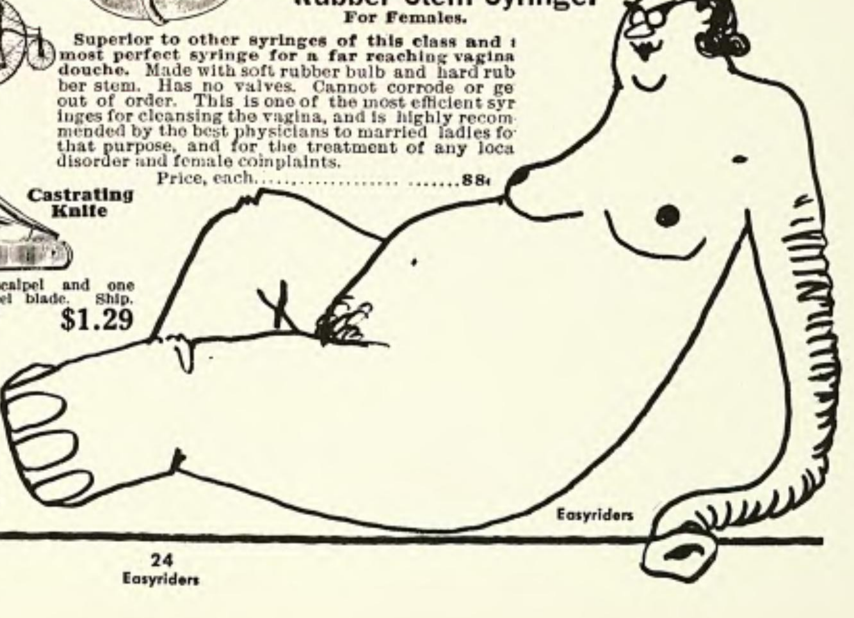
Rubber Stem Syringe.
For Females.

Superior to other syringes of this class and most perfect syringe for a far reaching vaginal douche. Made with soft rubber bulb and hard rubber stem. Has no valves. Cannot corrode or get out of order. This is one of the most efficient syringes for cleansing the vagina, and is highly recommended by the best physicians to married ladies for that purpose, and for the treatment of any local disorder and female complaints.
Price, each........................ ....**88¢**



Castrating Knife

One scalpel and one hook steel blade. Ship. wt., 4 oz. **$1.29**



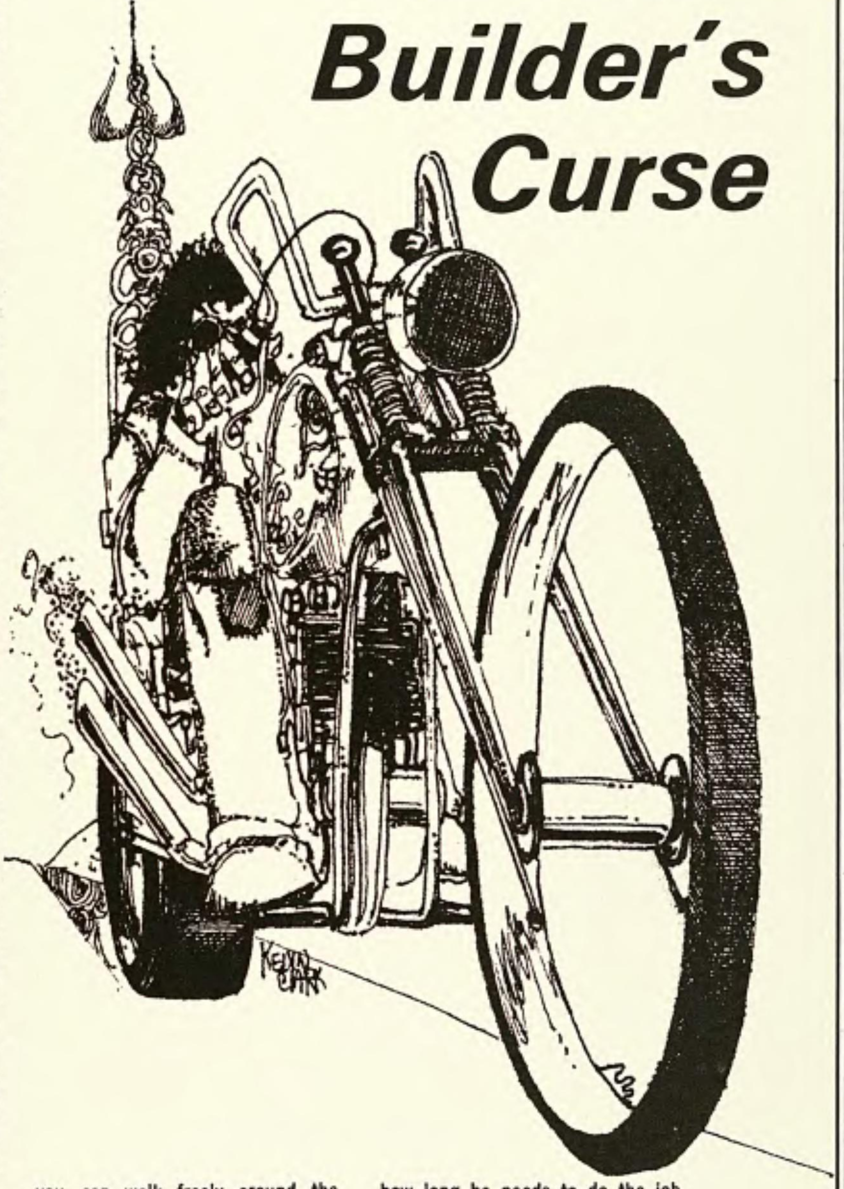
Self-Retaining Teat Plugs

For hard milkers. Nickel-plated. Ship. wt., 8 oz. **69¢**

Rectal Tubes.

No. 8R910 Rectal Tubes, 20-inch, made of fine maroon rubber, in small, medium and large sizes.
Price, each.. ....35c

The Bike Builder's Curse



If you haven't built a scoot from the ground up, you're probably not familiar with the curse, but believe me it does exist, and you would need the luck of an 18-year-old virgin to escape it. This curse has to do with things like nuts and bolts that don't screw together, gasket surfaces that aren't flat, parts that disappear, and many other little things guaranteed to piss you off— chrome plating, or to be more exact, chrome platers.

This is the first in a series of articles in which we hope to lay on you a few ideas that may help you beat the curse. Finding a chrome shop that does a lot of bike parts is to your advantage, since the people who work there know bike parts and are less likely to screw them up, but there are also some drawbacks: (1) more chance of your parts being mixed with others; (2) other customers of the chrome shop may rip off your parts when no one is looking; (3) someone working there may have connections with other bikers and sell parts out the back door.

Number (1) can be just about eliminated by listing each part you take into the shop. Make two copies, one to be signed by the chrome shop and kept by you, the other for them, to help keep track of your parts. Let them know that you've already looked your parts over — carefully — and that you're not going to accept someone else's junk in return. Have the shop look over the parts before you leave, and tell you if there are any evident problems. If they're really into plating bike parts, they should be able to tell you in advance if there is something that might come out bad —what may seem to be a cherry painted oil tank may actually be half Bondo. Let the shop know that if any of your parts are lost you expect them to be replaced with new ones; and in the case of hard-to-find, obsolete parts, you expect to be paid for your time and expense of running around looking for them.

Even if the shopman agrees to all this, it will still be a hassle for you if numbers (2) and (3) above exist in his shop. The best way to feel safe is to give him a little test: If you can walk freely around the shop, picking up other people's parts and looking them over, you can be damn sure that anyone else can do the same—and I'd shine it on right there. If the place really has its shit together, they should have a counter, or an area, where they wait on customers, and there shouldn't be any parts within reach. Don't forget to pin him down as to how long he needs to do the job and how big a bite he's going to take out of your wallet. Time can be the biggest bummer of all, and paying the bill in advance won't help matters. A 50% deposit should be enough for any honest company, and even the largest tend to deliver on time more often if there's money coming when the job is done. ■

Mutha Goose

Ding Dong Bell, off my bike I fell.
Who pushed me off? Hawg freak Vinnie Coff.
Who picked me up? Little Danny Rupp.
What a mean old biker was that,
To knock me down flat.
Just because I'm not a good guesser
And said his old chopper looked like a dresser.
—Richard Knope
Eastlake, Ohio

In days of old
When riders were bold,
And choppers weren't invented,
They drove their hawgs,
Through dirt and bogs,
And went their way contented.
—Gary Holden
Kenosha, Wisconsin

Lurkin' Larry, big and hairy,
How does your chopper shop go?
"With hot parts by the dozens,
Ripped-off by my 'cousins,'
I keep my overhead low."
—Hard Times
Minneapolis, Minnesota

Wee Willie Winkle hauls ass through town
Up the strip
Down the strip
On his old E.L.
Twisting at his throttle
Poppin' at his clutch
Beatin' a Honda 90 isn't so very much.
—Lenny Guerrier
Tampa, Florida

Little teeny bopper
Sat on my chopper
Digging the chrome and things.
Like lightning I seized him,
Twisted and squeezed him,
And used him for grease on my springs.
—Frank Jordan
Columbia, S.C.

Humpin' Mama rode a boss trike.
Humpin' Mama shacked with a dyke.
All the stud horses
And all the Club's men
Can never satisfy Mama again.
—Robert Hefner
Newton, N.C.

Chopper light, chopper bright,
First chopper I see tonight.
Wish I may, wish I might,
Rip one off that's outtasight.
—Peggy Matolka
Bessemer, Pa.

Wondering, wondering
Who's balling you.
Wondering, wondering
If it's just one or two.

Kinky boots and hot pants
Whips and 69 too.
Wondering, wondering
Who's balling you.

Every hour of the day
I think of my ex-lay.
Wondering, yes wondering
Who's balling you now, Fred.
—Ron Curry
Wilmington, Delaware

Sing a song of six-packs,
A pocket full of weed.
The pigs have the facts
'Cause of one fuckin' seed.
—Jim and Georgia Wymore
San Pedro, California

There once was a copper called Frog.
One night he got juiced on some grog.
He turned in his gun, then went on a run,
And ripped-off the Captain's fuzz hawg.
—Roach
Triangle, Va.

All across America recently there was a mass wetting of panties when Cosmopolitan magazine featured a nude centerfold of Burt Reynolds. That issue sold out the first day it hit the newsstands; women everywhere threw away their Charles Atlas and men's underwear advertisements to pin up the Cosmo centerfold.

Reader reaction printed in the following issue of Cosmo gave a good indication of how well it was liked. "Tell Burt he can park his bare skin on my rug anytime." "And feel it should be shown with pride, that part you thought you must hide." "Forget the forearm; let's see some foreskin."

Our female subscribers have been giving us a bad time about not featuring nude men—some of them have been downright nasty about it. So, in order to prove that our heart is in the right place, we decided to give the female population a thrill.

Naturally, we had problems. Burt Reynolds covered his thinger with his hand, but we couldn't find anyone on the staff small enough to be covered by a mere hand. Really. We could have used a catcher's mitt on a couple of the smaller guys—but that would look out of place in a bike magazine. We tried a wine bottle, but a fifth wouldn't do it, so we decided on a gallon jug.

We had a difficult time finding a guy who could shoot Burt down in the looks department—but after a lot of scrounging around we discovered Steve Swart, the one you see on the right. Our freaky cartoonist, Robinson, found Steve for us and has earned a gold star on his chart.

Well, what do you think? You've got to admit, Burt Reynolds is really going to eat his heart out!

Steve is 28 years old, 6 feet, and 160 pounds. He says he's single and that he has no hair on his chest. He also said that he's never modeled before, but dug that Burt Reynolds needs some competition "from the groovy side of town."
When asked about his personal life, he responded, "I live a simple life, and I leave it to your reader's imagination whether someone as straight-looking as me would smoke it—or drink it."

Photo by Pete Chiodo
Bike by Bandit

Eat Your Heart Out, Burt Reynolds!
Easyriders Magazine

—Submitted by C. J. Sahutske, Burbank, Ca.

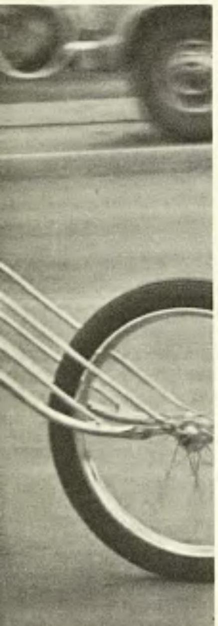
—Submitted by Steve Holmes, Travis AFB

In the Wind

Here are some photos submitted by our readers. After going through hundreds of submissions, we feel these best typify the exhilaration and the feeling of complete freedom enjoyed by bikers everywhere.

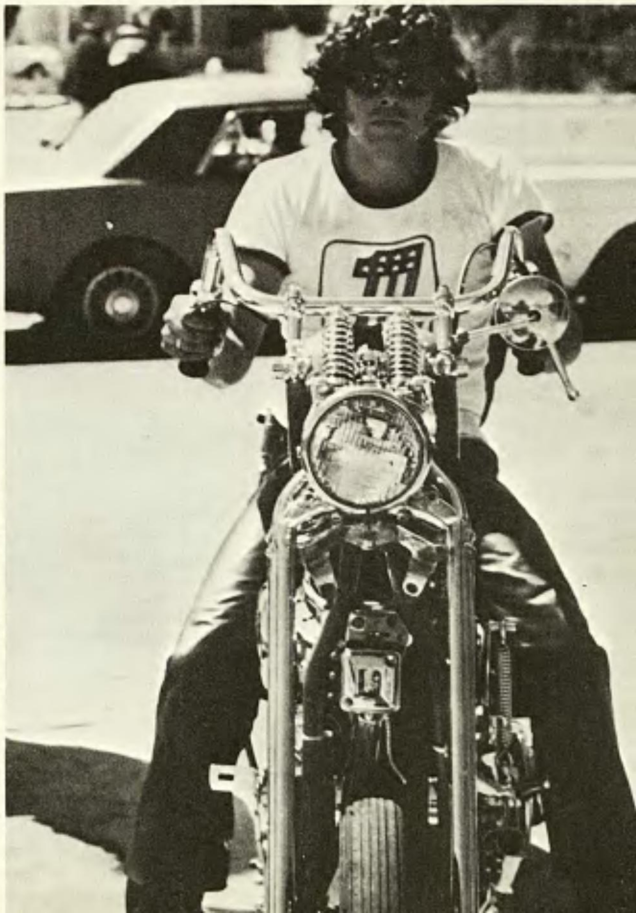
As we've said in previous issues, we feel that nothing illustrates this freedom, this leaving all your problems behind you, this letting it all hang out groove —better than the sight of a guy all laid out, his feet up on highway pegs, with his girl tucked in behind him, flying down the highway with hair blowing in all directions.

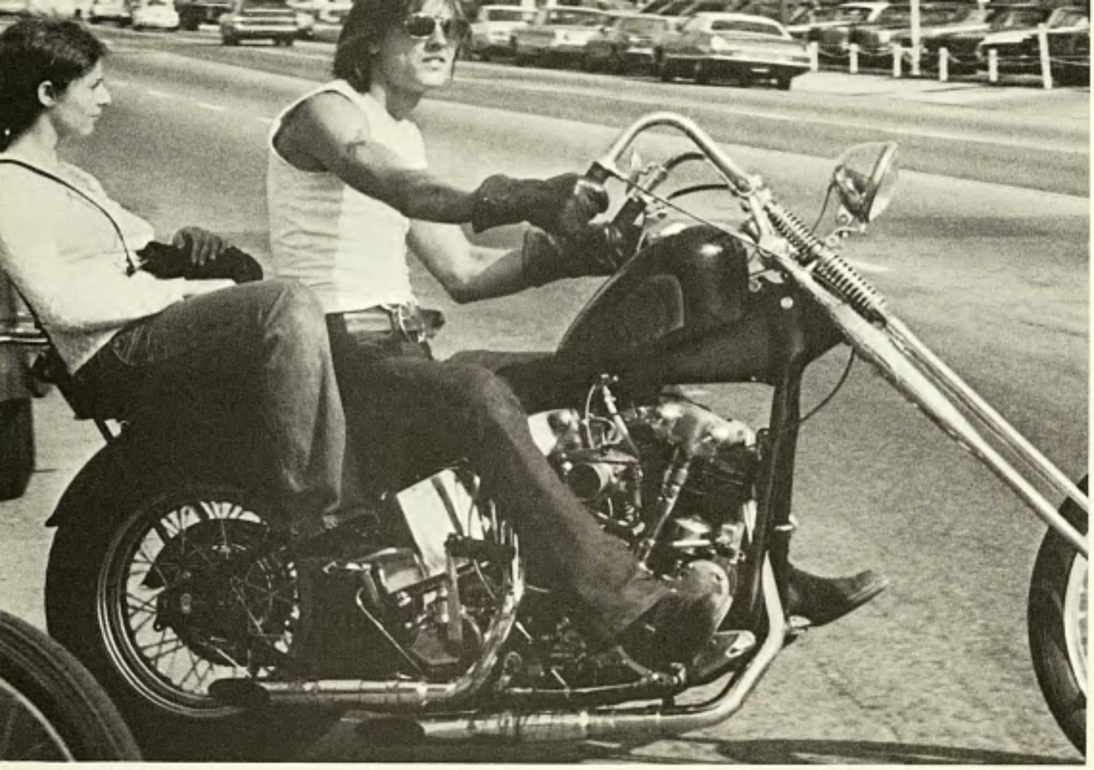
—Mark Hulsey, Chamblee, Georgia



—Submitted by Bruce Lopp, Jackson, Wyoming

—Submitted by Steve Holmes, Travis AFB





We don't know whether you should try this on Halloween—there's bound to be a law against it some-where—may be as a menace to public health. Can you imagine how many old bags you'd do in when they got a shot of a gorilla pulling a wheelie in front of them? Painting is by Dave Mann.

LOVE SONG by Don McVey

Murmuring, gently touching, giving all I may.
For you, "machine" is too harsh a word;
But then, what else can I say?

Beauty, poetry, motion—
it's all locked up there inside.
Wait! Maybe I have the word for you,
because you're something like a bride.

Engaged when I slowly gave you form,
you could say that. Yes, you might.
Sweating, cursing . . . bleeding over you,
every day and night.

Moulding, fitting everything, perfection;
it's all just so.
So when I ride by with my hair streaming back
they'll all turn and look,
And they'll know:

That there goes a man that gave his love;
Yeah, "Look at that, man! There's a jammer!"
But if ya don't kick over, ya dirty bitch,
I'm gonna smash ya wit dis hammer!

Easyriders *will pay $10 for black & white photos, and $20 for color transparencies, of bikers in action. We prefer bikes in motion, with a guy packing a chick, although we will purchase any sharp; properly lighted action shot. Send your black & white prints or color transparencies (no color prints or color negatives) to Pete Chiodo, Photo Editor,* Easyriders *Magazine, Box 2086, Seal Beach, California 90740. If you want rejects returned, you must include a self-addressed, stamped envelope with submissions.* Easyriders *cannot be responsible for loss or damage.*

BAR
CASSADAGA
CASSADAGA
CYCLEDELICATESSEN AND 25¢ BEER 25¢
DELI
BIKERS ONLY
Easyriders Magazine

Give us a chance to explain, dammit!

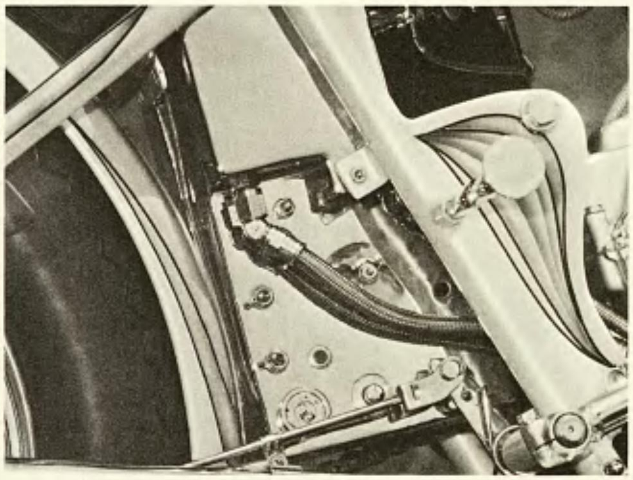
We know what you're thinking, and you're wrong!

No, we haven't sold out to the other side. No, we're not brown-nosing for advertising. No, we haven't changed our editorial policy. No, we're not going to get just like all the other magazines.

We're the same rotten bunch of Harley freaks we've always been—it's simply a matter of this Honda being the first one we've seen that qualifies to appear in **Easyriders.**

We know that statement probably raised the hair on some Honda freak's back, so let us explain. We know there are a lot of bitchin' Hondas out there, somewhere. We are also sure there are some guys who'll think their scoot is better than this one—and we're not saying it isn't. All we're saying is that this is the best Honda we have ever seen.

Now, with the Honda tribe calmed down, we would like to explain to our



fellow Harley freaks what in hell a Honda is doing in **Easyriders.** Our editorial position has always been to feature what we feel are the best choppers available, regardless of manufacturer. A bitchin' bike is a bitchin' bike.

Thus far we have featured Harleys, Triumphs, and a Yamaha. A lot of bikes are submitted to us every week, and while a number of Hondas have been submitted, none were of the quality to warrant space in **Easyriders.** We think this 750 Honda from Metairie, Louisiana, does.

We're not saying everyone in the office agreed at first. In fact, it was downright nasty around here for days—even Mutha cut everyone off for three days. But finally they started to give in. Once they got around their mental block of seeing only the word **Honda** whenever they looked at the bike, and

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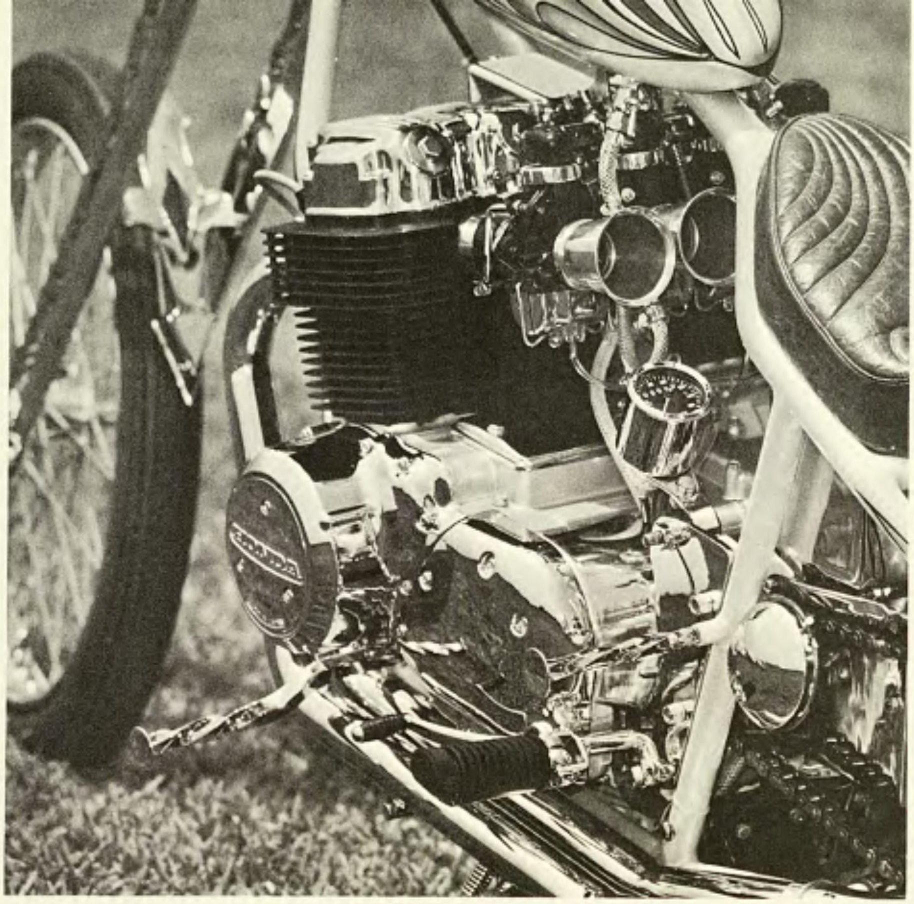
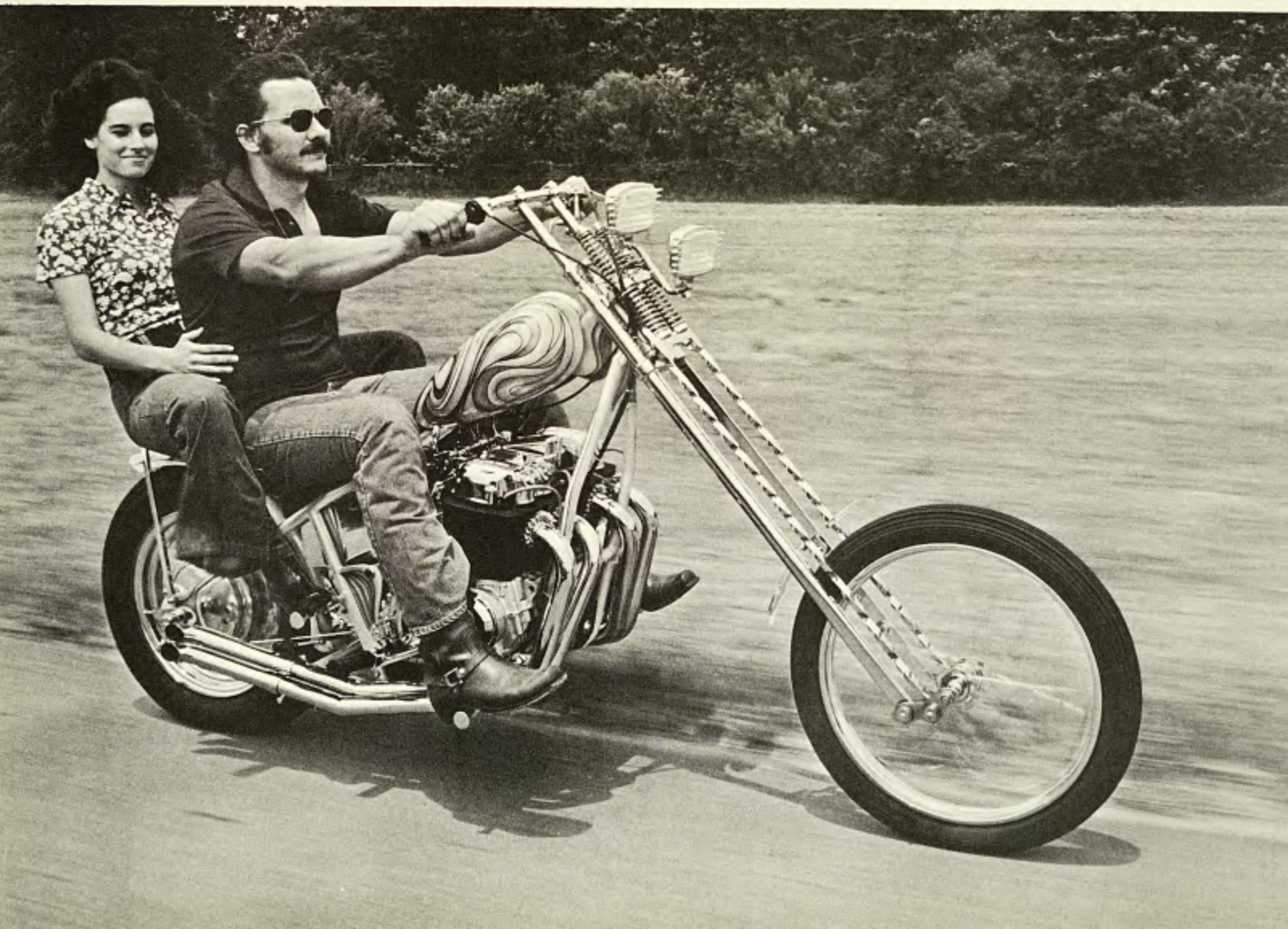
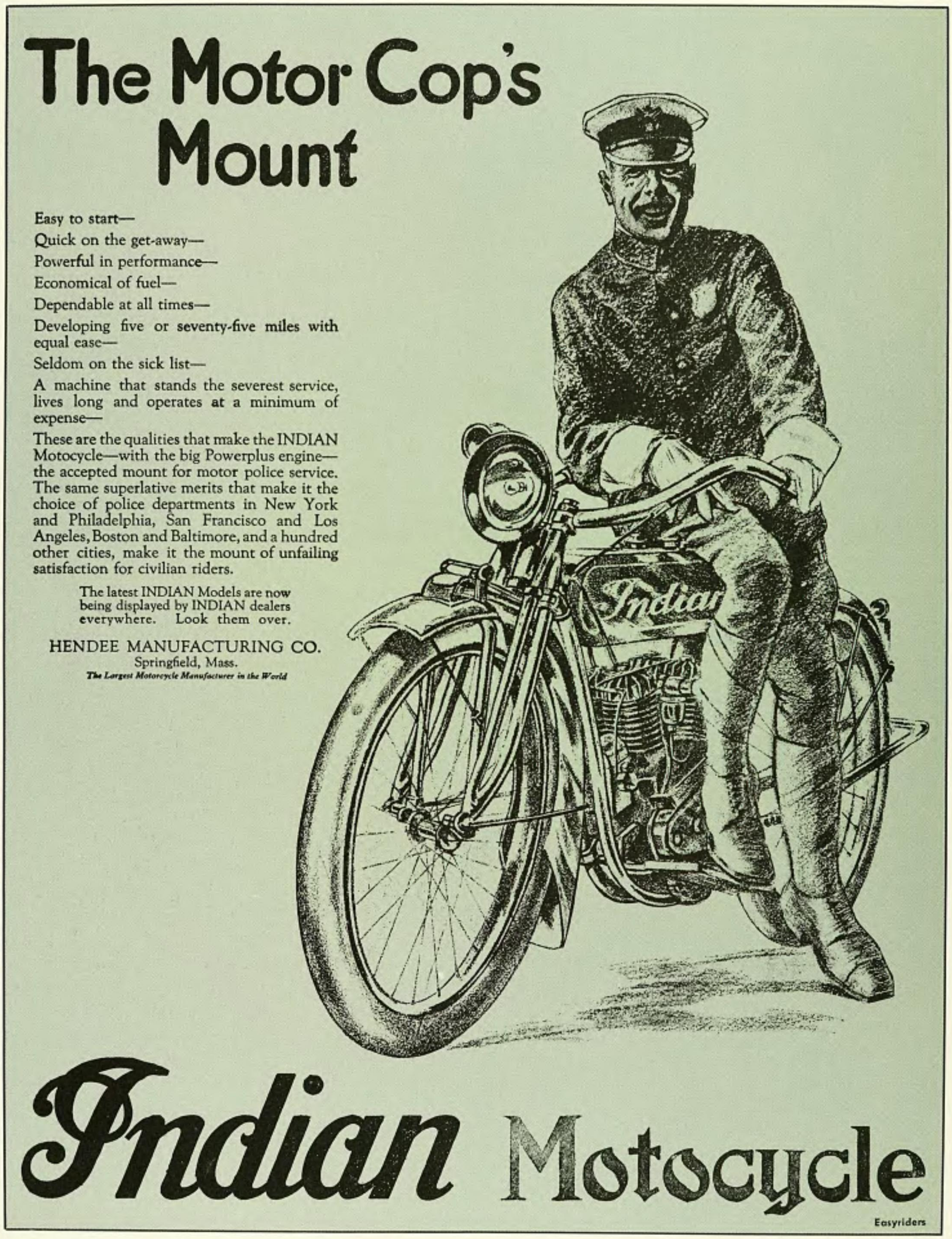




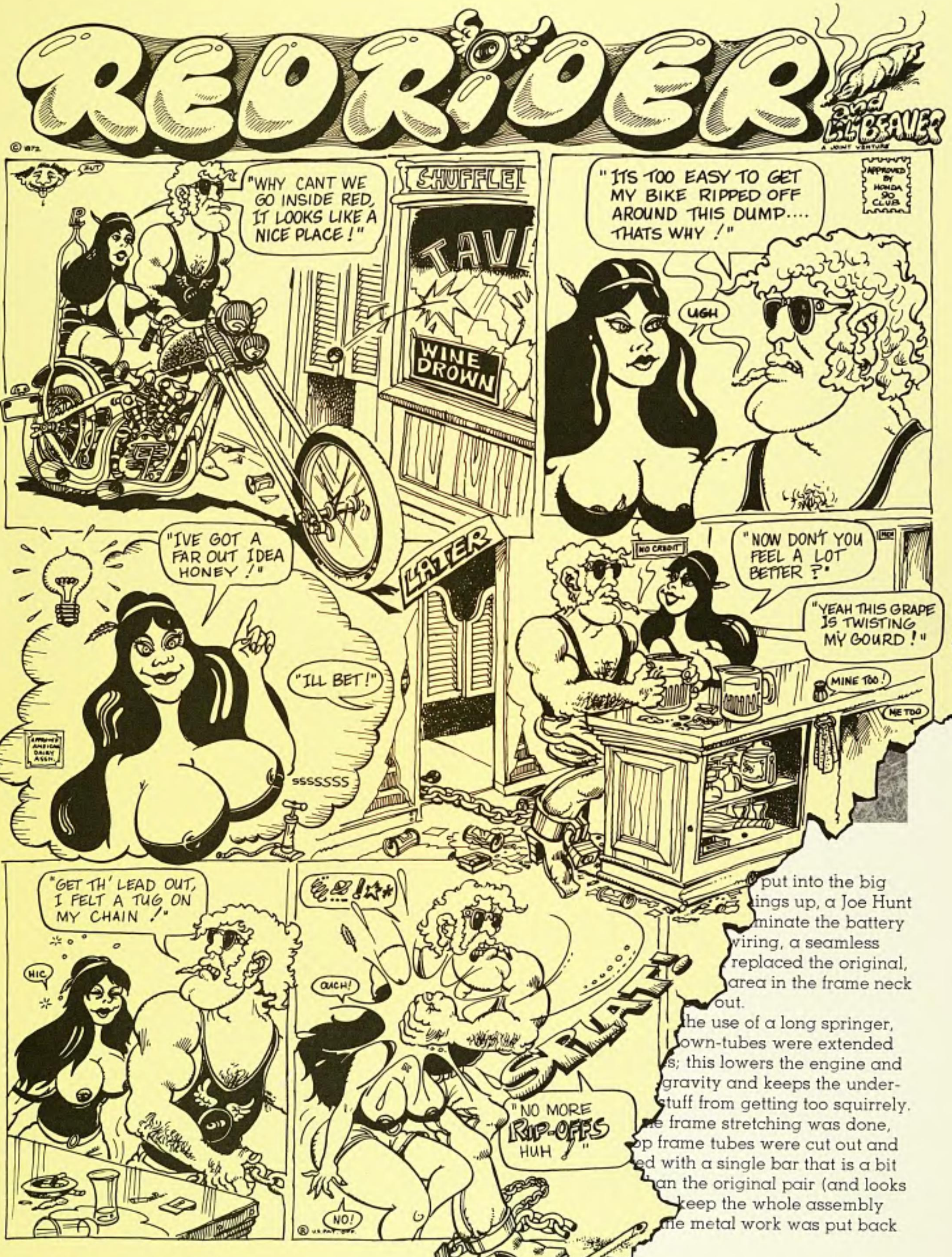
started to really look at the overall design, the craftsmanship, the paint job, then they all agreed that it was a righteous bike; even Super Hog, our most hard-core Harley freak, had to finally grunt his approval, and to make certain no one thought he was copping out, he said, "It's okay, I guess—but the only thing that's Honda about it is the goddam engine—everything else looks like a goddam Hawg!" ■

Owner: Bill Wilson

General		Frame	
	Fabrication by: owner		Year: Amen
	Year & make: 1971 Honda		Rake: 10%
	Model: 750		Rear susp.: rigid
	Value: $3800		Bars: drag type
	Time: 9 months		Tank: Amen
	Assembly: owner		Seat: Jules' Trim
	Chroming: Crescent Chroming		Material: naugahyde
Engine			Sissy Bar: ½" twist by owner
	Year: 1971	**Forks**	
	Model: 750		Type: narrow springer
	Builder: owner		Extension: 16-inch
	Displacement: 44.93 cu. in.		Builder: D & D
	Cam: Weber	**Painting**	
	Lifters: (none) O.H.C.		Molding: Burt Greenwalt
	Carb(s): Keihin		Painting: The Joint
	Shifter: foot		Color: pearl base, candy colors
	Pipes: Amen		Type: acrylic lacquer
	Mufflers: baffles	**Tires**	
	Stacks: none		Front: 3.00 x 21 Avon
Wheels			Rear: 5.00 x 16 Arco
	Front: 21-inch.	Rear: 16-inch	



Here's a 1919 Indian advertisement. Do you suppose ads like this brought about their failure?



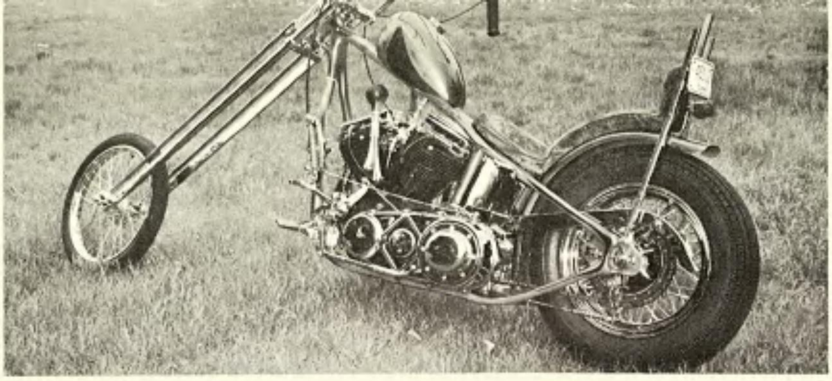
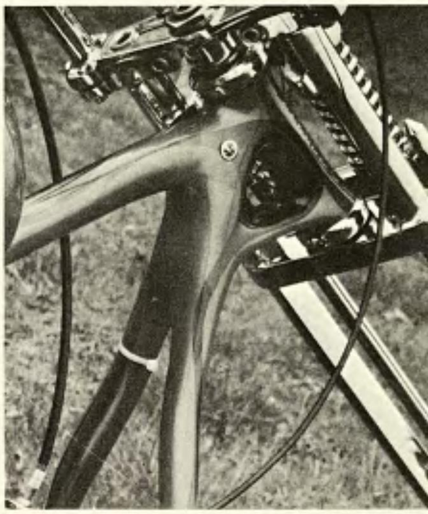
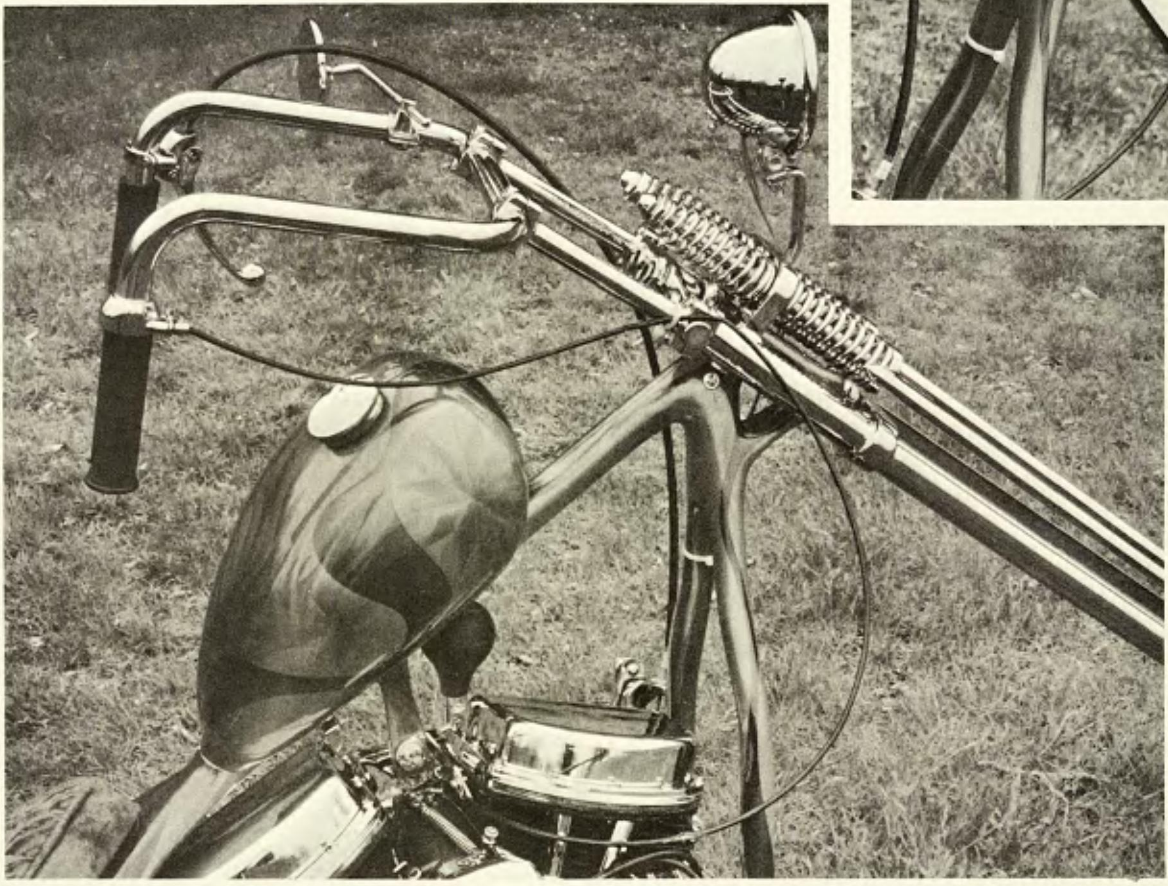
put into the big
ings up, a Joe Hunt
minate the battery
wiring, a seamless
replaced the original,
area in the frame neck
out.
he use of a long springer,
own-tubes were extended
s; this lowers the engine and
gravity and keeps the under-
stuff from getting too squirrely.
e frame stretching was done,
p frame tubes were cut out and
d with a single bar that is a bit
an the original pair (and looks
keep the whole assembly
e metal work was put back

All the hip bikers on the East Coast know that Tony's the guy with the reds!

Psst. You wanna get off on some real great reds? Go see Tony. He's always got a mess of 'em with him . . .

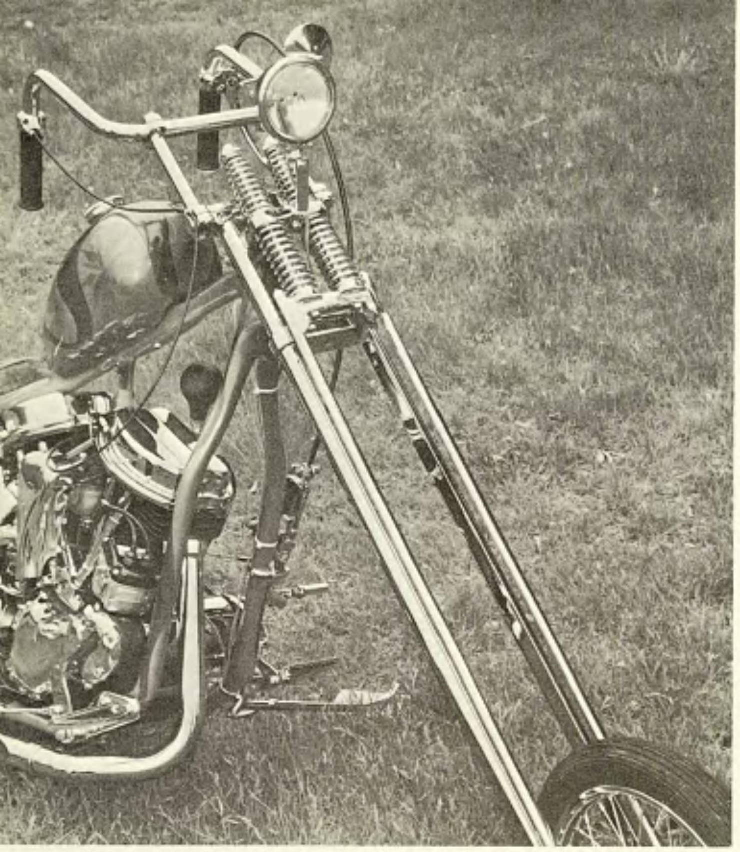
But, before you all get your asses stomped in a stampede of pill freaks, we'd better explain! The reds Tony Franco's got are the hues on his colorful pan. They were applied by one of the best paint wizards in Connecticut, Wayne Wood (you guessed it—he's called Woody) in many layers of candies and transmission pearls, so that as you stroll around the bike it seems you meet a new shade at every angle. Add the red velvet seat and you could really waste your eyeballs if you gazed too long.

Tony modestly says that he was in a big rush to get his scoot on the road for the season, but we can see that a lot of

time and effort were put into the big red pan. To clean things up, a Joe Hunt mag was used to eliminate the battery and simplify the wiring, a seamless Paughco oil tank replaced the original, and the key lock area in the frame neck was neatly cut out.

To allow the use of a long springer, the frame down-tubes were extended four inches; this lowers the engine and center of gravity and keeps the under-ten-mph stuff from getting too squirrely. While the frame stretching was done, both top frame tubes were cut out and replaced with a single bar that is a bit heftier than the original pair (and looks cleaner) to keep the whole assembly rigid. All the metal work was put back



Story and Photos by Jake

together with heli-arc at Gardner Engineering in Wallingford, to make sure it **stays** rigid.

Despite the extensive frame mods, Tony kept a couple of things traditional. The teardrop headlight is mounted up high the way the old timers did it, and the mousetrap is retained ("it works good, so why screw with it?").

But why red? After all, there's always vermilion, chartreuse, or scum-bucket brown. "Well, I figure it this way," says Tony. "Some four-wheeled citizens got about as much smarts as an underage bull. And there's only one thing a half-ton of rumbling beefsteak'll notice: red. So I don't care if it's stoplights, snotty nosebleeds, or paint jobs, as long as it'll keep 'em from crunching me and my pan."

Owner: Tony Frano

General	**Frame**
Fabrication by: owner	Year: 1958 (modified)
Year & make: 1958 H-D	Rake: 1¼ inch
Model: 74	Rear susp.: rigid
Value: $2500	Bars: pullbacks on 7" risers
Time: 4 months	Tank: peanut
Assembly: owner	Seat: Lion's Custom Upholstery
Chroming: J & J Chrome	Material: red crushed velvet
Engine	Sissy Bar: AEE
Year: 1958	**Forks**
Model: FLH panhead	Type: narrow springer
Builder: Waterbury Cycle Eng.	Extension: 20 inch
Displacement: 74 cu. in.	Builder: D & D
Cam: FLH	**Painting**
Lifters: hydraulic	Molding: Richie Vitali
Carb(s): M-74	Painting: Woody's Auto Body
Shifter: foot	Color: candies & pearls
Pipes: straight drag type	Type: acrylic lacquer
Mufflers: internal baffles	**Tires**
Stacks: none	Front: 2.25 x 17 Avon
Wheels	Rear: 5.10 x 16 Goodyear
Front: 17-in. spool hub	Rear: 16-in. H-D

ABATE

Dedicated to Freedom of the Road

Federal Court Decides Bikers Who Get Into Accidents Become "Public Burdens"!

That's right. The Federal Court in Boston decided that motorcycle riders must wear helmets against their will because they become public burdens when they get involved in an accident. **"From the moment of the injury, society picks the person off the highway; delivers him to municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job, and, if the injury causes permanent disability, may assume the responsibility for his and his family's continued subsistence. We do not understand a state of mind that permits plaintiff to think that only he himself is concerned."**

Now any reasonable person is going to ask, what about all the other sports? What about all the other dangerous activities people do? Why single out the motorcyclist? And that is exactly what the Unconstitutional Helmet Committee is asking. This was round one in their battle against mandatory helmet laws. Round two will be held in the U.S. Supreme Court, where this lower court decision will be appealed. The Boston Court's decision makes about as much sense as did the Kentucky court that noted that since most motorcycle riders were young men and since disabled young men are not eligible for draft, a motorcycle helmet law was within the power of the state since it contributed to the national defense! **Or in other words, don't die on the highway, die in Viet Nam!**

As we have said, the Boston decision is being appealed to the U.S. Supreme Court as you read this, and therefore additional funds are vitally needed now. All you have to remember is that a win in the Supreme Court is a win everywhere. You, **every biker** who is against mandatory helmet laws, against the erosion of our personal freedoms, no matter where you live in the United States, can help yourself by contributing to this fight.

Send something—even a goddam quarter, fifty cents, a dollar—anything! And do it now while you're thinking about it. Send it to the National Motorcycle Helmet Committee, c/o Motorcycle Post, Stiles Lake Avenue, Leicester, Mass. 01524.

Here is the complete Boston Federal Court decision. If, after reading it, you're not pissed off enough to send a measly dollar to fight against this kind of bullshit, we don't know where your head's at.

". . . Plaintiff claims, basically, that the statute violates the due process clause of the fourteenth amendment because the subject matter of the enactment lies beyond the reach of the state's police power. The thrust of his position is that the police power does not extend to overcoming the right of an individual to incur risks that involve only himself. "The prevention of risk to oneself is no public purpose." For this proposition he quotes John Stuart Mill, Essay on Liberty (1859), "The only part of the conduct of anyone, for which he is amenable to society, is that which concerns others." And again, Ernst Freund, The Police Power, Public Policy & Constitutional Rights (1904), "Freedom of choice, if that choice does not affect the public welfare . . ."

We may stop right there. Assuming these principles do sketch the constitutional limits of governmental competency, plaintiff cannot claim protection under them, at least in present day society. For while we agree with plaintiff that the act's only realistic purpose is the prevention of head injuries incurred in motorcycle mishaps, we cannot agree that the consequences of such injuries are limited to the individual who sustains the injury. In view of the evidence warranting a finding that motorcyclists are especially prone to serious head injuries (See Statistical Division, Natonal Safety Council, 1971 Motorcycle Facts), the public has an interest in minimizing the resources directly involved.* From the moment of the injury, society picks the person up off the highway; delivers him to a municipal hospital and municipal doctors; provides him with unemployment compensation if, after recovery, he cannot replace his lost job, and, if the injury causes permanent disability, may assume the responsibility for his and his family's continued subsistence. We do not understand a state of mind that permits plaintiff to think that only he himself is concerned.

Contending, alternatively, that wearing a helmet exposes the rider to certain safety risks, plaintiff argues that the legislature erred in concluding that the protective qualities of the headgear justified its requirement for all motorcyclists. Viewing all of the evidence offered in the appendix to this case, we could not conclude that the legislature was unreasonable in linking protective headgear to safer motorcycling. In particular, we note one study that cogently demonstrates the fact that motorcycle fatalities vary with the presence or absence of headgear legislation: United States Department of Transportation, National Highway Safety Bureau, Staff Memorandum on the Analysis of Fatal Motorcycle Crashes in the United States, 1966-1970.

Finally, we see no merit in plaintiff's claim that the statute denies him the equal protection of the laws. It is not difficult to discern a rational basis for the legislature's distinction between motorcyclists and, for example, automobile drivers, whose vehicle affords them substantially more protection than does a motorcycle. See People v. Fries, 1969, 42 Ill.2d 446; Arutanoff v. Metropolitan Government, 1969, 223 Tenn. 535.

Complaint dismissed.

*Our decision does not rest broadly, as have some others, on the state's generalized assertion of an interest in the continued productivity of its citizenry. **See Commonwealth** v. **Coffman**, 1970, 453 S.W. 2d 759 (Ct. App. Ky.); **People** v. **Carmichael**, 1968, 56 Misc. 2d 388 (Genesee Co., N.Y., Ct.).

Test Choppers off to Washington D.C. (Finally) ABATE members pay for crating and shipping costs.

In the April issue of **Easyriders** we featured a Harley chopper that had just been constructed and was to be sent to Washington D.C. for testing by the Department of Highway Traffic Safety Administration. We announced that it would in effect be our representative in Washington — to prove that choppers were safe.

Like being in the Service, it was the old "hurry up and wait" routine. The bike was built and ready to go, but because of snow on the ground, and who knows what other reasons, it wasn't until 90 days later that the bike was crated and shipped. Along with the shovel featured in **Easyriders,** Ron Paugh also sent along a righteous (but safe) Sportster chopper.

ABATE's part in the program was to pay the crating and shipping expenses. Every member can be proud of the fact that he had a part in sending the choppers — representative choppers—for the Government to evaluate in order to see first-hand that choppers can be safe. If it influences them in modifying even one law, changes their opinion about one part of the chopper, it will have been worth it—at least something, some effort, no matter how small, has been made in trying to do something about arbitrary bike laws—which is one helluva lot better than merely sitting around, picking your nose and complaining while attempting to shoot holes in the efforts of people who are doing something.

The immediate reaction from Washington was excellent.

Now how's that for openers?

List of Donations Look Pretty Sick!

Following is a list of donation totals by state, to help the Constitutional helmet fight in Massachusetts.

It appears after reviewing the list, that not many people care whether they have to wear a helmet or not. Perhaps they don't realize that a win in the U.S. Supreme Court is a win everywhere. That if the Supreme Court finds the mandatory helmet law unconstitutional, **every** helmet law, everywhere, will automatically be eliminated.

This is the only court fight that is trying to get the helmets off **your** head, so it is vital to everyone to see that it succeeds. So far, legal fees and expenses have cost $22,000, and the Supreme Court battle will cost about the same, so it is urgent that everyone contribute something—even a lousy dollar. If everyone reading this would send only a quarter, we would probably make it—and how about some of you getting some of the chopper magazines you read to kick in something? **Easyriders** has donated advertising space, but to kick off round two of the fight, we will kick in $100 and ABATE will throw in another $100 — now it's your turn!

NATIONAL MOTORCYCLE HELMET COMMITTEE

Donations by States as of July 30, 1972

Alabama	9.00
Alaska	0
Arizona	13.00
Arkansas	20.00
California	*660.50
Colorado	11.00
Connecticut	*676.00
Delaware	21.00
Florida	107.00
Georgia	432.75
Hawaii	0
Idaho	2.00
Illinois	77.00
Indiana	22.00
Iowa	5.00
Kansas	47.50
Kentucky	5.00
Louisiana	22.00
Maine	22.00
Maryland	13.00
Massachusetts	1,361.00
Michigan	65.00
Minnesota	32.00
Mississippi	5.00
Missouri	40.00
Washington D.C.	25.00
Montana	5.00
Nebraska	16.00
Nevada	20.00
New Hampshire	245.60
New Jersey	369.00
New Mexico	1.00
New York	*1,170.50
North Carolina	1.00
North Dakota	10.00
Ohio	*2,158.00
Oklahoma	0
Oregon	94.00
Pennsylvania	164.50
Rhode Island	135.35
South Carolina	82.00
South Dakota	0
Tennessee	12.00
Texas	43.00
Utah	15.00
Vermont	60.00
Virginia	25.00
Washington	15.00
West Virginia	36.00
Wisconsin	86.00
Wyoming	7.00

*California includes $250.00 from Abate, $100.00 from Cycle News
*Connecticut includes $300.00 from Connecticut M/C Association
*Ohio includes $2,000.00 from A.M.A.
*New York includes $730.00 from "Chuck" Myles Indiana Co.

NCCSI to start testing chopper parts for safety

NCCSI has signed an agreement with the Otto and Sichling Company to construct a testing machine to "road test" various chopper components. The machine will be able to simulate actual or exaggerated road conditions and wear for 10,000 miles or more.

Every part that passes the test procedures established by NCCSI will be awarded an NCCSI Seal of Approval, which will give the consumer the long-overdue assurance he's needed: that the product he buys is safe and properly constructed.

ABATE had a similar plan on the boards, but has shelved it in favor of NCCSI's program. ABATE will watch the NCCSI testing program closely, however, for the consumer's, or street biker's interests are not necessarily those of the manufacturer. We will be watching to see that test standards are high and maintained, not bent in favor of anyone.

One manufacturer had already taken the step of assuring his customers that his products were safe by having his product (the Durfee girder) stress-analyzed by the Otto and Sichling Company. Now all he has to do is have the girder tested on the new machine when it is completed, to earn the NCCSI seal.

ABATE salutes Earl Durfee for his interest in making safe products, and hopes that all other chopper part manufacturers follow his lead.

ABATE patches are now available to members. Embroidered red, white, blue, and black patches measure 2½" x 4".

New Jersey: Inspection stations have been instructed to back the motorcycle against the wall. If the tire touches the wall before the fender it can be said that the fender is too short. A metal extension or a rubber flap can be added to the fender to provide the required length.

Washington D.C.: The Highway Traffic Safety Administration has issued standards for helmets to go into effect March, 1973, with additional requirements to become effective September, 1974.

Indiana: Candidate for office indicates interest in bike laws. Here's his letter: "As a democratic candidate for representative to the Indiana State House of Representatives, it has come to my attention through one of your members, Michael Faust, that there exists a need for changes in legislation regarding construction and licensing of motorcycles.

"Being a novice in the field, I am more than willing to be educated to the need for this legislation. I would appreciate very much hearing from you on this matter as soon as possible.

Mendle E. Adams
Box 701
Marion, Indiana 46952"

Now that sounds like the type of guy we want in the legislature. Getting into office lawmakers who are aware of our problems is one sure way of getting a fair deal. Vote for men like this.

The Power!

You can take a giant step toward protecting your rights to personal freedom. You can stand up and shout that you've had too many anti-bike laws. You can let the lawmakers know that you want a stop to the creeping enactment of "victimless laws"—laws passed for "our good." You can let politicians on every level—federal, state, and city—know your feelings—and in a very effective, positive way.

All you have to do is vote.

The ABATE poster shown above is now posted throughout the country, thanks to the efforts of our ABATE brothers in every state.

What can **you** do? Join **ABATE.** Let's get together in a mass so that our voice means something, has the weight and strength of numbers.

ABATE is a non-profit organization, sponsored by **Easyriders** magazine. If what has been said above doesn't get you off your ass, if the news of what's happening to other bikers on these pages hasn't frustrated you, if you don't see the pending arbitrary laws, if you don't see that an organized protest is much more effective than a shotgun approach, then what else can we say?

When you join **ABATE**, you'll receive a decal, membership card, and **ABATE's** monthly bulletin bringing you up to date on all bike laws, pending bike laws, and reports on **ABATE's** progress and activities—plus programs and plans for positive action. **You'll be doing something,** rather than sitting around pickin' your nose and complaining. **—join us—**

—help yourself! Join the struggle, by joining ABATE, the only national organization that gives a damn about the street biker!

ABATE
Box 2280,
Seal Beach, California 90740

Join Today!

Here's my $3.00 for a one-year charter membership in ABATE. Send me my membership card, decal, and monthly bike law bulletin.

Name ______________________ **Age** ______

Address ______________________

City ______________ **State** ________ **Zip** ________

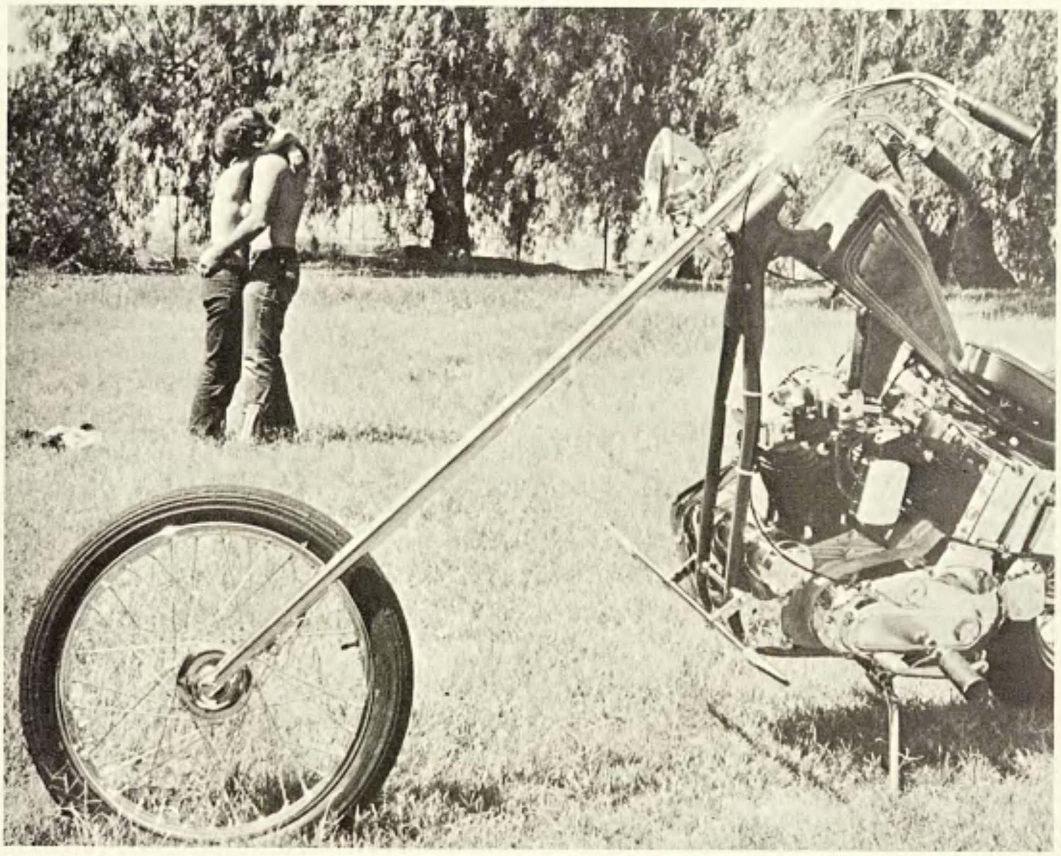
Phone ________ **Can you help us in your state?** ________

Comments: ______________________

Not necessary to tear out page, Just send same info on a plain sheet of paper.

Photos by A. J. Kmiecik

MAKE-OUT MACHINE



Bobby Bour's first Sportster was ripped-off 89 days and 5 hours after he bought it. When he recovered from the shock, and from the insurance company, he split for his friendly neighborhood money grubber (Harley dealer) and bought another one.

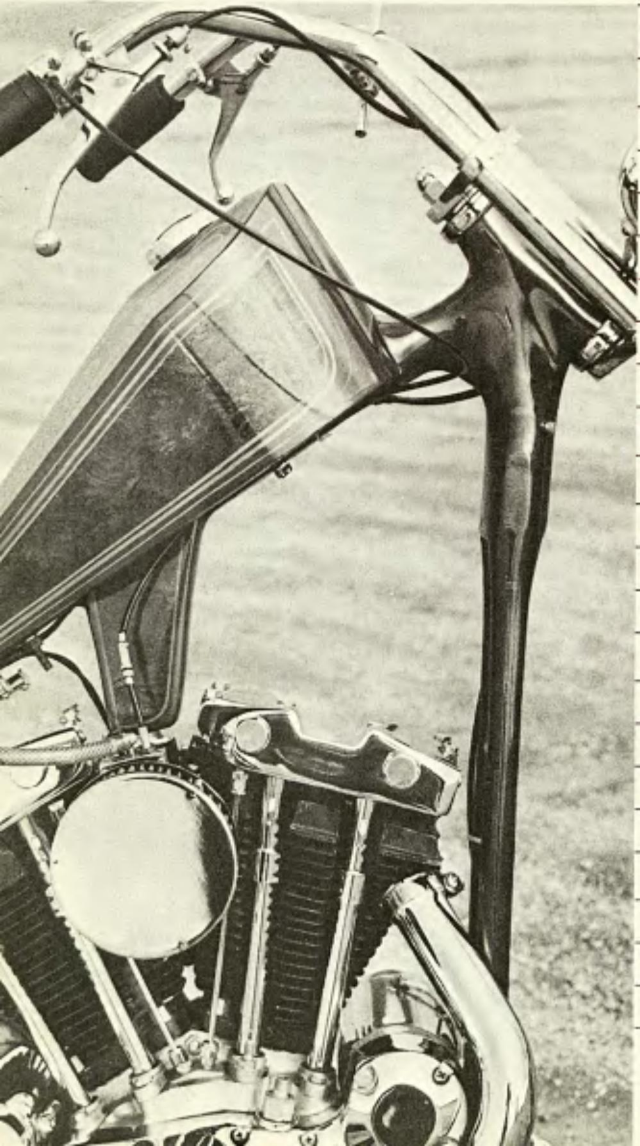
He then carefully drove it twenty-seven miles to a chopper shop, pointed at the Sportster and said, "Wail!"

They did. They stretched the frame by adding six inches to the frame legs, and then slapped a metal flake paint job on it—and *voila!* Instant chopper. Well, about 4,000 miles later the bike started coming apart on the road. Bobby took the hint; he immediately took it to Action Choppers, who corrected and strengthened some of the unsafe modifications made by the first shop. He then had all the parts repainted by a righteous painter named McPeak, and faster than you could drink a case of Budweiser, Bobby and his buddies put the bike back together.

Now he's hauling ass all over the place—even on AMA runs. "Why not?" he asks. "I don't have a tape deck, or a radio and all that jazz, but I don't mind roughing it!"

"Yeah," one of his buddies added, "now you only see him when he's jammin' by with a sleepin' bag behind him —either female or canvas."

He likes jammin' so much, he even goes on AMA runs!



Owner: Bob Bour

General	
Fabrication by: Action Choppers	
Year & make: 1971 H-D	
Model: Sportster	
Value: $3500	
Time: 2 months	
Assembly: owner	
Chroming: M & P Fontana	

Engine	
Year: 1971	
Model: H	
Builder: stock	
Displacement: stock	
Cam: stock	
Lifters: stock	
Carb(s): 1-35 mm Lake Injector	
Shifter: foot	
Pipes: Cycle Enterprises	
Mufflers: Cycle Enterprises	
Stacks: none	

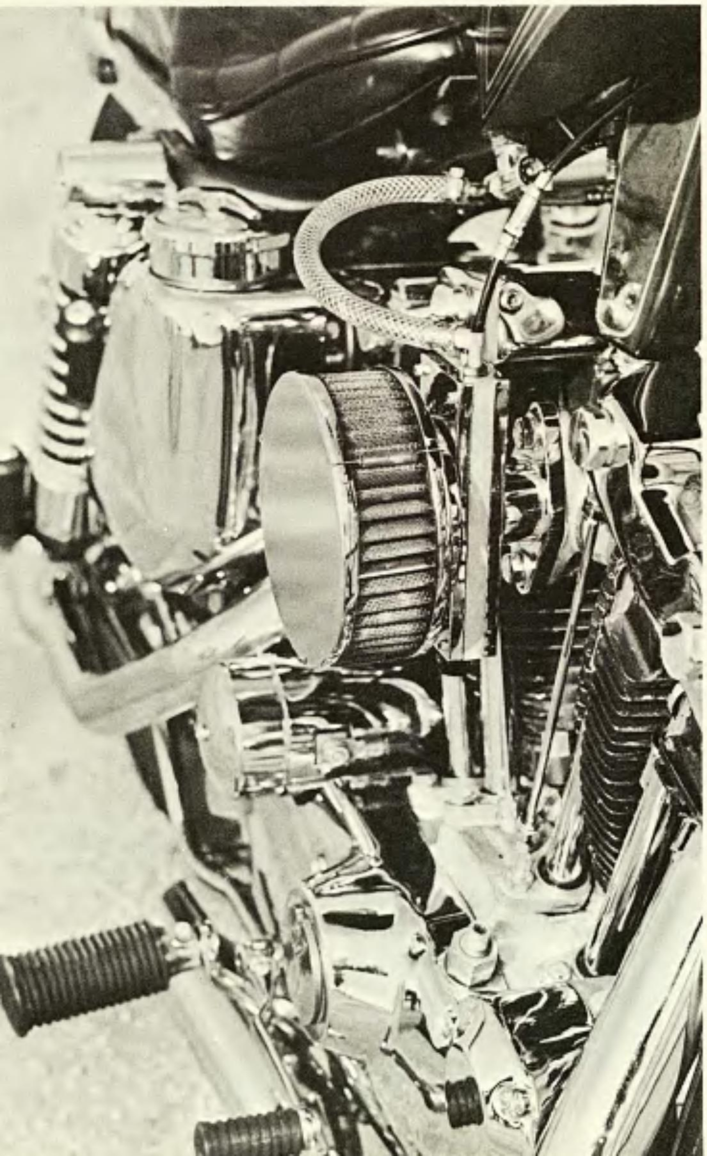
Wheels	
Front: 19″ Hallcraft	Rear: 16″ H-D

Frame	
Year: 1971—6-in.-extended downt	
Rake: none	
Rear susp.: swing arm	
Bars: Action Choppers	
Tank: Action Choppers	
Seat: Cheetah	
Material: naugahyde	
Sissy Bar: Action Choppers	

Forks	
Type: rigid	
Extension: 25 inch	
Builder: Eye Ball Engineering	

Painting	
Molding: Action Choppers	
Painting: Richard McPeak	
Color: red, brown, gold	
Type: acrylic lacquer	

Tires	
Front: 2.50 x 19	
Rear: 5.55 x 16 Beck	

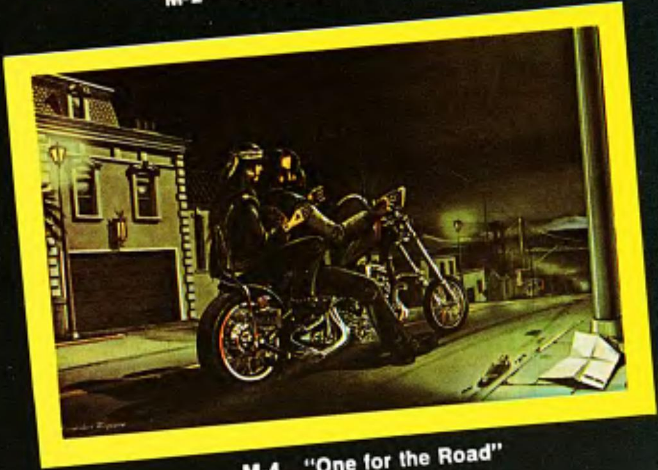


Gigantic Dave Mann Posters! Over 2-foot by 3-foot size!

M-1 "In The Wind On Friday Night"

M-2 "Freedom of the Road"

M-3 "Night Run"



M-4 "One for the Road"

The best of the Dave Mann paintings in beautiful color on heavy art stock!

Easyriders Posters, 819 South Glenoaks Blvd.
Burbank, California 91502

Enclosed is $______ for the posters indicated below. (Plus 50¢ for postage and mailing tube on orders under $6.00)

______ @ $3.00 each All four for $9.95

☐ M-1 ☐ M-2 ☐ M-3 ☐ M-4

Name ____________________

Address ____________________

City ________ **State** ________ **Zip** ________

California residents add 5% sales tax

All posters shipped in wrinkle-free heavy mailing tube.

$3.00 each or all four for $9.95!
(On orders less than $6.00, please add 50¢ for postage and mailing tube.)

Printing quality will be even better than paintings as they appeared in **Easyriders,** for posters are custom printed specifically for much finer quality than a mass-produced magazine, and posters are printed on much heavier paper.

A couple of peculiar broads in the back room, who are known to have a thing for leather stuff, asked Smiley if they could sell some things in the magazine. After they explained to him that they didn't mean their hairy bods, he finally agreed.

So what did they do? They came up with some righteous wrist bands—massive, rugged muthas that groove with the chopper look, and decorated with stainless steel ornaments in a tasty design.

Being leather freaks, they know good leather and have made the wrist bands from the finest leather obtainable—thick, rugged cowhide stained to a dark, masculine brown. They love their work (really!), and their craftsmanship is outtasight.

The price? We know you'd expect to pay five thousand dollars for such workmanship—but to you, loyal Easyriders reader, they're only a few measly bucks.

1″ wide	**$4.00**
2″ wide	**5.00**
2½″ wide	**5.50**
3″ wide	**6.00**

Be sure to measure wrist accurately. Use a measuring tape. Don't measure it too tight, or too loose. It should fit about the way your watch does. If you don't have a measuring tape, use a string around wrist, then lay string out on a ruler to determine length.

Send your order to MOM*
c/o Easyriders Magazine
Box 2086, Seal Beach, California 90740

Okay, you muthas, send me______ wrist band(s). Enclosed you will find $________, plus 50¢ for postage and handling.
Send me the following width(s)________________
Send me the following length(s)________________
Name________________
Address________________
City________________
State________________ Zip______

California residents add 5% tax.
*Mail Order Muthas

Grow It At Home

—Continued from page 21

to sixteen hours, but if you use the fluorescent type, ten hours should be adequate. Incandescent lighting costs more to burn, whereas mercury tubes cost more to buy. It doesn't make any difference which you choose as far as your wallet is concerned. I recommend the mercury tube because, unscrupulous, as I am, I don't pay for electricity. If you live in an apartment building, buy or steal (it will easily fit into your chick's purse) a fixture that screws into the landlord's hall light and has a receptacle and light socket. Run an extension cord from the landlord's power source to your apartment. If you rent a somewhat modern house (not more than twenty years old), you will notice that the builder conveniently installed outdoor receptacles so you, the tenant, can use your electric lawnmower. You will find that if you use your trouble light with the one hundred foot cord, it will quite nicely reach across your room, out your window, across your lawn and your neighbor's lawn to the outside receptacle on your neighbor's house. Do this as soon as the sun sets and remove it in the early morning. Don't worry about getting caught. During the week, your neighbor is in too much of a hurry to get to work, so he surely won't go on a tour of his property; and since you're balling his wife she sure as hell won't tell him. She will also keep him in bed late on weekends so as to allow you time to pull the plug.

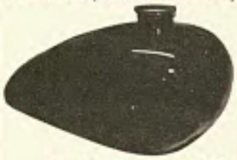
If you should get caught, don't panic! All they can get you for is trespassing. They can't determine that you are actually using your neighbor's electricity unless the investigating officers are equipped with a voltmeter that is sensitive enough to read through the lines. This, so an electrician friend of mine tells me, is a very expensive piece of equipment. If the investigating officers are equipped with a meter, then they can charge you only with petty larceny because it would be impossible to determine how much electricity you have actually used.

Trespassing, according to New York law, is a minor violation, and the most you can get is fifteen days. Petty larceny will get you ninety days. Now let's assume your neighbor swears out a warrant on your grubby ass instead of merely calling the police. You can always tell a detective by his cheap and very baggy pants. His sport coat doesn't match his pants because by the time he makes detective he is usually divorced. If you should see a suspicious-looking character approaching your domain, don't worry. The man can kick in your door only on a felony warrant. If you answer the

girders

Show chrome girder forks in your choice of round or square tubing. Optional brass plating on spring. Built in rake available up to one inch, except on 20 inch models, at no charge.

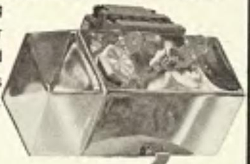
10, 12, or 15 inches over	**$249.95**
20 inches over stock	**$299.95**
Axle and Spacer Assembley	**$9.00**



NEW!
Low Tunnel
PEANUT
TANK
$24.95

New! For the HONDA 750
HEX OIL TANK/BATTERY BOX

For stock swing arm frame or rigid frames and hardtails. Uses stock high pressure lines.



$69.95

HONDA 750 Bolt on HARDTAIL **$89.95**

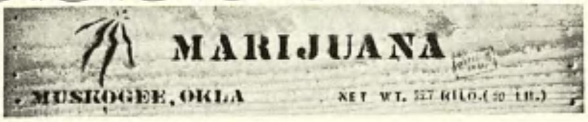
Send for our FREE
ILLUSTRATED CATALOG

DEALER INQUIRES INVITED
On Your Letterhead Please

TERMS: Certified check or money order. C. O. D.'s 50% deposit with order. Personal checks cleared before shipment. California residents add 5% sales tax.

custom cycle parts
2224 Waterloo Road, Stockton
California 95205 Phone (209) 464-6828

Here's a mind blower!



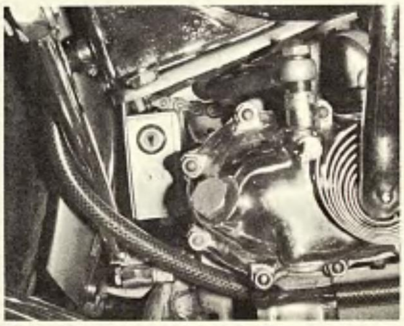
An authentic looking slat of wood (4½" x 23"), designed to look like it is from an original shipping crate that contained marijuana.

Black lettering, and purple colored Government inspection stamp, makes wooden slat look like the real thing— A fun thing for every pad!

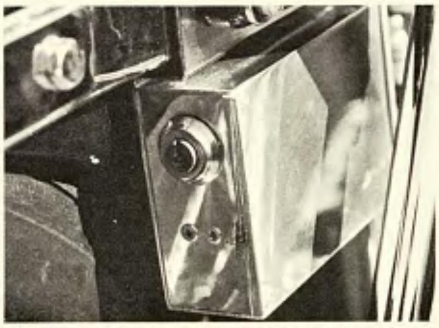
$2.00 Plus 50¢ for postage and handling.

First National Nothing,
Box 711, Burbank, California 91503

A Chopper Alarm!



Alarm location on rigid 74.



Alarm location on Sportster.

Alarm location on swing-arm 74.

New! Honda 750 Alarm

A loud, noisy, tamperproof alarm that will blast away for 1⅓ hours after the slightest movement by a rip-off artist.

Designed especially for chopper protection!

Not a bulky addition, it grooves with the chopper's engine and is practically unnoticeable, for it is chromed to blend in—you actually have to look for it to see it.

Small (4⅓x3x1⅓), and weighing only 20 ounces, it is completely tamperproof, weatherproof, and has its own self-contained power source. Absolutely no maintenance required and is simple to install on any 74 or Sportster. Designed to fit into a specific area on each bike, so as not to stand out or be obvious.

Not a gimmick. Satisfaction guaranteed. This is a rugged, well-constructed alarm designed to eliminate chopper thefts.

A few dollars can save you hundreds!

Chopper Alarm
Box 7143
Burbank, California 91505

New! ☐ **Honda Alarm**
$14.95
(It is not self-contained)

Indicate which alarm: ☐ Rigid 74 ☐ Swing-arm 74 ☐ Sportster

Please send me a Chopper Alarm ☐
I understand that I can return the Alarm within 10 days if not completely satisfied. Enclosed is my money.

$24.95 Chopper Alarm
2.40 Batteries
1.50 Postage
$28.85

Name ______
Address ______
City ______ State ______ Zip ______

Personal checks must clear before we will ship. Allow 4 weeks.
California residents add 5%

door and the heat flicks the badge in your puss, step outside immediately and cooperate. If he doesn't have a search warrant, he can't legally search your place. If he does muscle his way in, you're out your weed, but the courts will laugh at the drug bust because he did an illegal search and seizure. Sorry, man, you can't reclaim your weed; once it's gone, it's just gone.

Now you are set up. You don't really have much to do except wait. You should always keep the soil moist. Check it after watering by sticking a pencil or old pushrod in the soil; if any wet soil sticks, then it's too wet. The soil should be just damp enough so it can be compressed into a small ball without having water running out.

Tobacco smoke can have a bad effect on growing weed, so don't be smoking cigarettes in the room with your plants.

If you keep light bulbs on for fifteen to sixteen hours, or a mercury tube for ten hours per day, in about twelve to fourteen weeks you will have just-blooming plants about six feet tall. When the weed starts to bloom its branches will get furry-looking and feel sort of fluffy. Let it sit this way for a week and then pull it out by the roots. Remove the lights from the swing set and hang the weed *roots up* from the top rail and leave it there for about two weeks. The plant will dry, and if you hung it roots up the resins will flow to the leaves and make them more stoning.

After two weeks cut the branches off the trunk with your knife, or to make things easier you should use your side cutters. Lay the branches in the sun if possible. The sun increases potency somewhat. Take the trunk and roots and chop them up in nine-inch lengths. Save them for the next few steps. When the branches have baked in the sun for a few hours, grab them by the cut end and hold them over a large pot. With your other hand, stroke the branch so you pull off the leaves and furry-fluffy stuff. Don't pull so hard that you get the veins from the leaves, though. Take a food strainer and rub the leaves and fuzzy stuff through it. What doesn't go through, put with the trunk that you cut into nine-inch pieces. Cut the branches and veins into nine-inch pieces.

You now have very potent, seedless, twigless grass, about eight ounces per plant.

Get two electric hot plates. *Do not* use gas. Take the chopped trunk, stems, and veins and put them in a large pot. Fill the pot with rubbing alcohol (drugstores and supermarkets have it; buy the cheapest you can find). Cover the pot and heat it for three hours. Drain the alcohol into

another container and cover it loosely. Refill the pot with fresh alcohol and heat it for another three hours; add this alcohol to the previously drained alcohol. Repeat this step a third time. You will notice that the branches and trunk are turning white and the alcohol is greenish.

Fill the pot with water (distilled is best but tap will do) and boil it for one hour. Pour the water into another clean container and cover it loosely. Refill the pot with water and boil it for another hour. Add the water to the previously boiled water in the container. Repeat this step a third time and squeeze the trunk and branches to get all the juice out. Throw out the stems and other crud.

Put the two liquid solutions in separate pots and reduce the volume seventy-five per cent by boiling. Combine the two solutions and boil down to a point where the mixture has the consistency of about a five-weight oil or maple syrup. When it becomes syrupy allow it to cool. If it is still watery after it cools, boil it down again and cool. If you want to make so-so hash, then add pine resin. This is not the way to go, though. If you want really heavy hash, add the leaves and fluffy stuff to the pots when you're boiling. If you don't want hash, then take one quarter of the grass that you sifted and add it to the syrup. Roll it around in the syrup until the weed is evenly coated. The weed should be moist, not wet, so if it is wet, add more weed. Put the moist weed on a cookie sheet and let it bake in the sunlight until it's dry. ■

"Ah, don't shit me, man, you're on something besides coke!"

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Your Legal Rights

—Continued from page 13

What does all this have to do with me as a scooter jockey? Probably not too much if I dress fairly straight and sport a crew cut and a clean shave every time I cut out on the machine. It helps too if I own something no bigger than 75 cc and follow the driver's manual like some sort of bible.

But what if your love and money are used in a chopper involving a big piece of change for chrome and custom parts plus a big chunk of time out of your life in assembling the scooter into the thing of beauty that it is?

"Probable cause information must come before arrest."

For the sake of illustration, let's say you prefer long hair, beard, greasy cut-offs, iron crosses, swastikas, and other such things. The fuzz are presented with a picture that causes them to take a second look, even if rider and machine are parked by the side of the road.

If ignorance of the law is no excuse, then the opposite, or knowledge of the law, must be of some benefit. If the cops don't know the law, or don't follow it, then it is only good sense that you, the biker, should know at least what your rights are. It could save you a lot of lost time in some local pokey, or a lot of green, or both.

—Continued on next page

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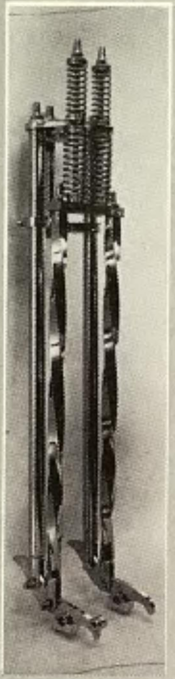

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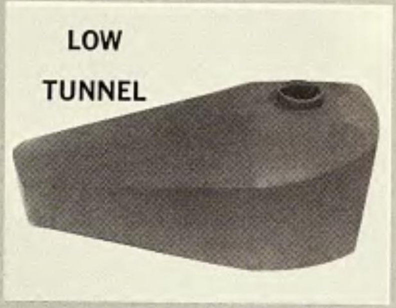

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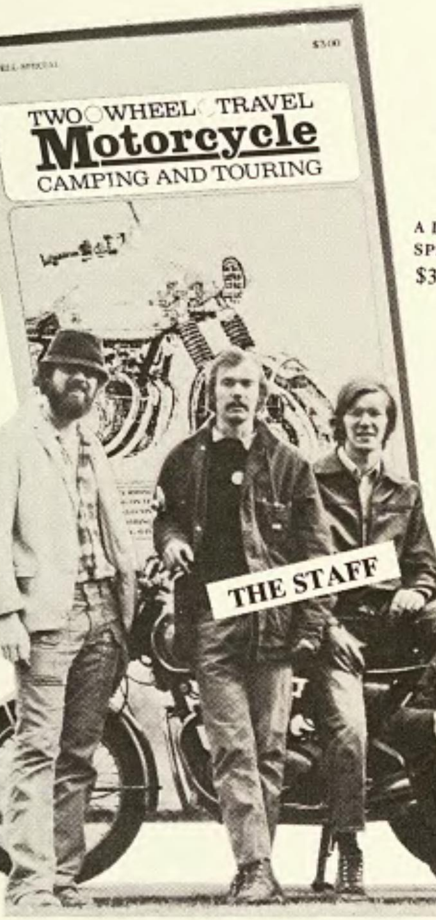
Easyriders Magazine



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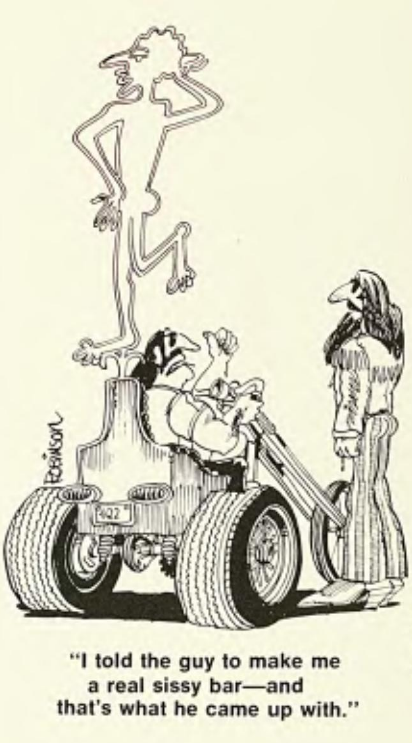
Here are several ideas that can be of help:

(1) Any cop who stops to question you, and subsequently arrests you, must also appear in court against you, or the case will be thrown out. Therefore, if you appear to know something about the law—as much if not more than the cop does—he could well realize he might come out second best. (He wants to be a winner in court, just as much as you do.) It looks bad to the court if the cases he takes to court are thrown out. It looks as though he is not performing his duties properly—and in truth he is not.

(2) If there is strength in numbers, it never had more meaning than it does when you are stopped. If you are riding solo you don't stand as good a chance in court as you would if you had a passenger or fellow biker who would get up in court and tell it like it is.

By the same token, if there is only one man in the cop car, he won't sound as convincing in court as he would if he had a partner who could also testify (as in T.V.'s Adam 12). His testimony, though, will carry more weight in court than yours. Further, the cop has to testify often (sometimes daily). He is necessarily more at ease, more practiced, and familiar with judicial procedures.

At this point it is well to remember that one's guilt or innocence is not established by resort to one's



"I told the guy to make me a real sissy bar—and that's what he came up with."

Easyriders

conscience, but rather by testimony of witnesses—for or against you.

(3) It is a good rule never to offer The Man any money or even suggest anything that sounds like a bribe (particularly if he has a partner within hearing distance)—unless you know it is standard procedure in your part of the country. Bribery is a widespread practice. If it is commonplace in your area, chances are the courts are corrupt participants and you probably couldn't get a fair shake if you decided to go to court and fight it.

(4) The disappearing act is helpful if it is executed with skill. It works like this. You roll into town and might be exceeding the local speed laws by a couple of knots. Through your looking glass you spot the fuzz, bird-dogging you. Instead of trusting to luck or chancing a confrontation, I have found it best to turn off quickly, not into a gas station, but into a restaurant.

Park the scooter and get inside as fast as possible. One reason for this is psychological. Even if the cops follow you inside, which they are unlikely to do, they will hesitate to put the bite on you in front of the proprietor, waitresses, and customers. It creates a bad public image. Another reason for hiding out in the local beanery is that the longer the cops remain outside waiting to head you off at the pass, the greater your chances to frustrate the agents of the city fathers and their designs to separate you from your green.

When you have had enough coffee and feel that some of the heat is off, head on out of town—carefully. But don't be reluctant to sweat the heat, because a little lost time and restaurant grub is a lot better than pokey grub, or posting a bond, or having the old wheel impounded. Chances are you won't be stopped again, because the cops blew their chances by not stopping you prior to your entering the bean house. The element of time is working for you and against them because they failed to stop you immediately the alleged offense took place.

(5) A word about illegal weapons: A length of cycle primary chain, or an 18-inch length of heavy-gauge, rubber-sheathed copper welding cable is quite legal. So is an ice pick or a butcher knife, for that matter.

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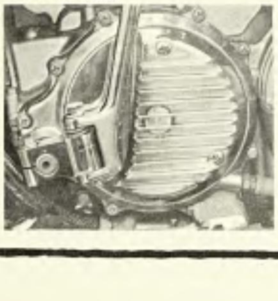

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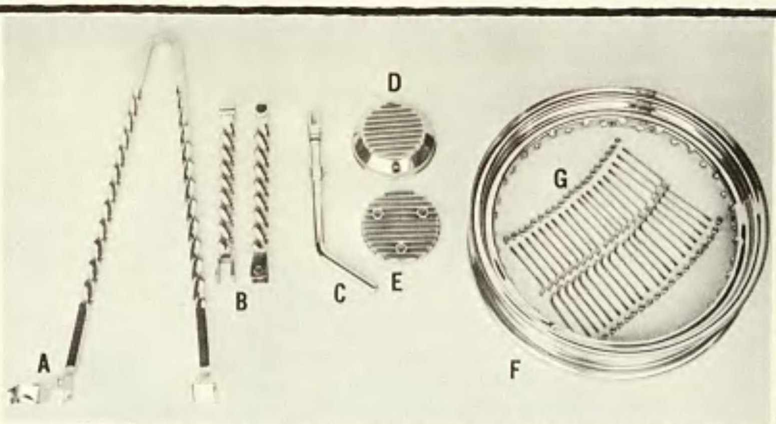

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Whenever you are stopped, and whether the cop is informed enough to know or not, the only questioning or conversation (however trivial it may seem) that can legally be admitted as evidence is conversation made *prior to arrest.* So be careful what you say. In potential felony situations (depending on what you have in your possession or for what *probable cause*—"reasonable grounds to believe"—you were stopped), what you say can create a delicate situation.

Suppose that when you are stopped, like so many truckers, for example, the cop asks, "Where do you keep your gun and your pep pills?" (Note carefully the way this question is loaded.)

You had better know how to field a question like this or you will be out of the ball game and in the jug for a long time. This is no time to be playing Honest John with The Man. Your best bet is to tell him he is wrong to think that you would have anything like that in your possession, or even be associated with anyone who would. You can be sure that the penalties are stiff for any felony. (Felony: any major crime like murder, arson, rape, etc., that usually carries a sentence of more than one year.) Often overlooked is the fact that the scooter is almost certain to be confiscated (and sold later at a sheriff's sale) upon conviction because it was used in the commission of a crime, e.g., transporting illegal articles. If you clam up, which is your Constitutional right to prevent self-incrimination, you will look bad.

The only way the fuzz is going to find out anything is for you to tell them (rat on yourself) in response to their seemingly innocent questions. They are practiced at interrogation. Further, they have the right

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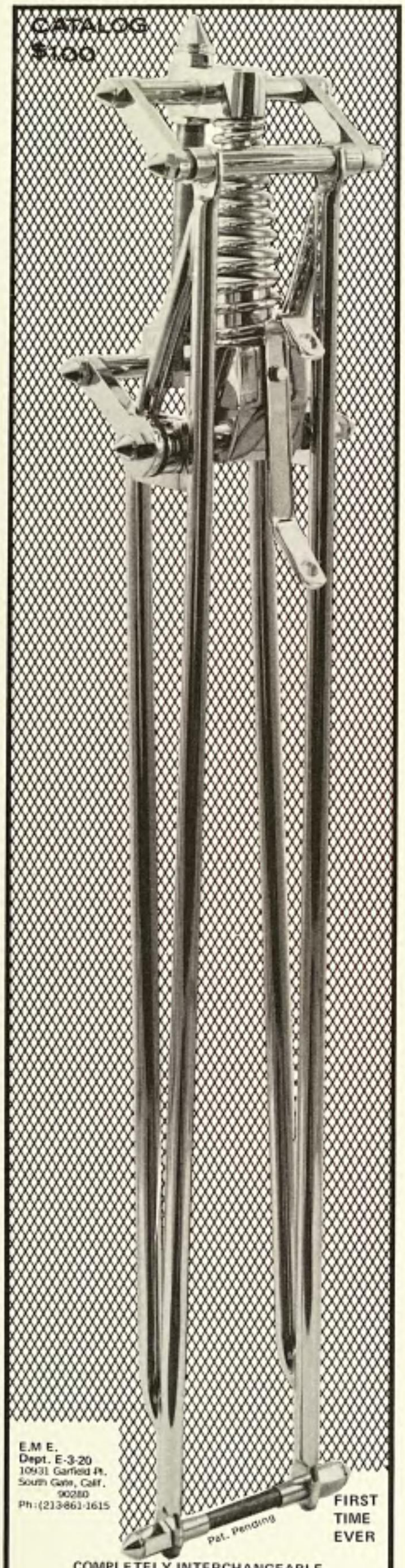

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and the duty to stop and question you for a law violation—but not otherwise, unless there is probable cause—*first*.

You cannot legally be stopped or questioned because you look "suspicious." The fact that this is a police practice and that they will try to get away with it if they can, obviously does not make it legal. It is up to you to call their bluff.

Historically there has been a fear of unreasonable interference with our individual freedom by government. This fear has stimulated suspicion and distrust of police officials. On the other hand the constant and potential threat of violence to one's person and property by the lawless has made group protection necessary. Man's most basic psychological need is for self-protection. Protection of individual freedom on the one hand and protection of society on the other hand often catches the cop square in the middle. This is why it is so important for him to know the law; he is literally up the creek if he doesn't.

Probable cause means reasonable grounds to believe: (1) that an offense has been (or will be) committed; (2) that a particular person has committed or is committing an offense. If neither element is present, there is no probable cause. The important word in the term *probable cause* is that it is *probable*—not just suspicion.

Note that probable cause information *must* come *before* the arrest. *No information* received or developed *after* the precise moment of arrest can be used to establish the reasonable grounds (probable cause) to authorize the arrest. There are either reasonable grounds or there are not reasonable grounds at the time of arrest. There is no middle ground between the two. *To first place a person under arrest without probable cause and then later discover justification for the arrest is unlawful arrest.*

Any evidence found *after* the arrest is not admissible and will be suppressed as a result of violation of the rights of the accused. This is known as the "Fruits Of The Poisonous Tree Doctrine" and is based on over half a dozen Supreme Court decisions (decisions based on Amendments 4, 5, 6, and 14). It simply states that if an act of the cops violates rights of the accused person, then all information developed as a result of that act is tainted and must be suppressed as evidence

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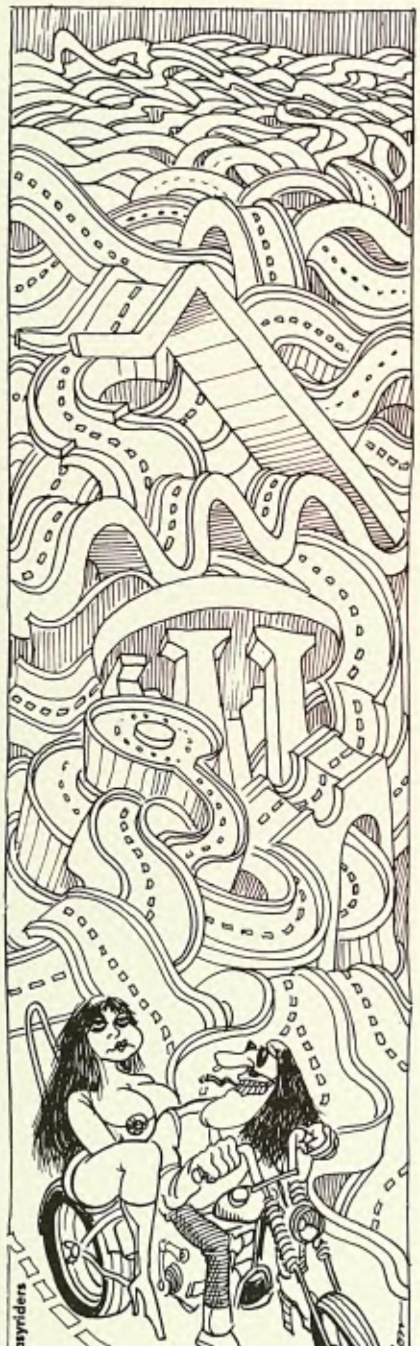
upon motion by the defendant. Hence, *suspicion can never be grounds for arrest.*

Amendments 4, 5, and 6 are dovetailed closely and complement one another. Amendment 14 is equally important because it puts teeth in the first 10 Amendments (Bill of Rights).

But a few seemingly innocent words on your part could lead to disastrous results. An example concerning illegal search and seizure:



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Better advise The Man that you keep valuable personal papers and the like in the saddle bags, papers that you don't want anyone disturbing or examining. This is a polite way of advising him that it is none of his damn business (and he should already know it is none of his business).

If he is insistent or shows additional nose trouble, then it is time to show your knowledge of the law and politely advise him that he cannot search without a warrant, signed by a judge and particularly describing the person and place to be searched and the particular article or articles to be seized. Few police will push beyond this point. It is no admission of guilt to deny (or at least protest) anyone access to your personal effects.

As regards self-incrimination, or 5th Amendment rules:

There are police and courts who believe that the Supreme Court rules do not apply to traffic situations—but they are wrong. There are many cases to prove that civil rights rules do apply to boats and motor vehicles. Some cops think that the Miranda rules must be read to the arrested person at the time they reach the jailhouse, or when they lock the accused behind bars, or when he is booked, or at some other time. These cops are wrong. For example, it might be a 50-mile ride back to the jail in the back seat of the cop car. Hence, without being advised of your rights to remain silent, and that anything you say can and will be used against you in court, you might flap and let slip something that can be used to convict you later.

Once you are ordered inside or ordered to follow the cop car with your bike, your freedom of action is denied and removed just as completely as that of animals in the local zoo. Perhaps few police realize this fact, but it is at the very moment that freedom is taken from you that the Miranda rules go into effect. Therefore, it is the duty of police to

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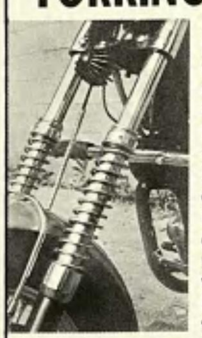

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advise you of your rights the very moment you are deprived *in any significant way* of your freedom, because at this same moment you are actually under arrest. Once they do so advise you, keep your mouth shut until you have an attorney, since it will do no good to flap with the cops anyway. Their minds are made up at this point and they are not going to "un-arrest" you now.

Of equal importance to the rule of saying nothing until you have talked with your attorney is to sign nothing. You might be asked to sign a waiver of your rights to a preliminary hearing (a pre-trial hearing is provided for in most states), for example, and this could have serious, far-reaching results.

Illegal search (Example).

The Fruits Of The Poisonous Tree Doctrine can be illustrated another way: Picture the roughest, dirtiest-looking biker and way-out chopper you can imagine. Let's say he is a member of an outlaw club and looks the part. But let's also say that *he is in no visible violation of the law;* he is traveling within the posted speed limits; his wheel is in perfect mechanical shape and meets all state requirements. Yet, the cop hiding in the shrubbery views this scooter pilot and says to his partner, "Anyone who looks like that must have done something—let's stop him." (Suspicion—arrest for suspicion is itself an illegal act.) So they pull the biker over and, for lack of anything better, ask him for his vehicle registration and driver's license. They check the serial numbers against the registration and check the biker through the hot line over their radio. Everything checks out—the guy is clean as a hound's tooth. What then? Shouldn't they cut him loose to go on his way?

Right. They should, but often they don't because there is so much unsolved crime on the books. Instead, the quiz kids begin a harassment of this guy and further violate his rights. They continue to intimidate and harass in hopes of turning up something—anything. The biker is questioned in hopes that he will let slip some bit of information that can be used to hang him. If his answers don't measure up, he can be asked to follow them in.

Let's take it one step further. Suppose after the cops get him inside for further questioning, one of them decides to go through his saddlebags or other effects and finds some grass

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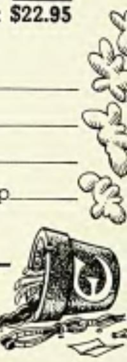

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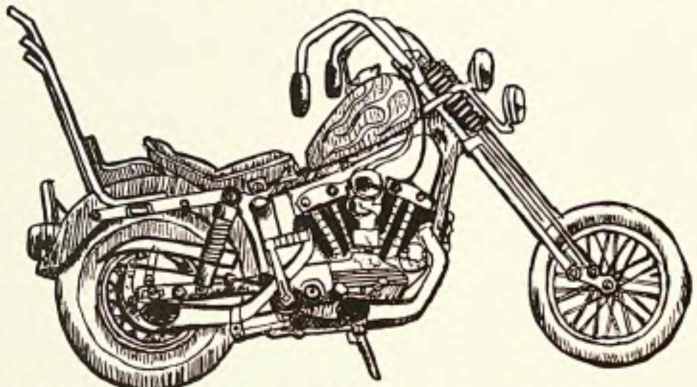

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or a gun. The casual observer might say that the biker has had it. But has he? Definitely not, because of the illegal acts of the cops in this situation. *The evidence and information against the biker were obtained after the arrest.*

The Supreme Court has ruled that there is a Constitutional difference between houses and automobiles: autos and other vehicles may be searched without a warrant in circumstances which would not justify the search of a house or an office, provided that there is *probable cause* to believe that the vehicle contains articles which the officers making the search are entitled to seize.

Why is this? It is because autos and other vehicles can be quickly moved out of the locality or jurisdiction in which the warrant must be sought. (A building is obviously in a different category.)

From extensive legal study, it is this writer's opinion that only objects in plain view (not hidden) are exempt from search and seizure provisions, while objects not visible must involve a proper search warrant to be admissible evidence. (Again, probable cause must exist.) To put it another way, the evidence seized without a search warrant must be closely associated in time and place with the individual arrested and the crime committed.

If the biker in our example is kept in custody and charges are placed against him, he will certainly win. The evidence and information were obtained illegally and must be dropped on motion of the accused at the time of trial.

Again, the concept of the Fruits Of The Poisonous Tree Doctrine is based on a succession of Supreme Court decisions beginning with Weeks vs. U.S. (1914). Since then it has been further strengthened and extended by such cases as Mapp vs. Ohio (1961); Escobedo vs. Illinois (1964); Miranda vs. Arizona (1966); U.S. vs. Wade (1967); and others. This doctrine is not likely to be upset or done away with by subsequent High Court rulings, because it is too closely woven into the fabric of American law. Yet statistically, the Supreme Court decisions have not reduced the percentage of convictions or tied the hands of police, as some Law and Order people have suggested.

The American Bar Association estimates that guilty pleas still account for 90 percent of all felony convictions and perhaps as high as 95 per-

cent of all misdemeanor convictions. This does seem a high percentage, but of course, "plea bargaining" (known as "pleading guilty to the lesser charge") and other legal shortcuts are widely practiced means of getting convictions. Obviously cops, and the courts in many cases, by persuading the accused to plead guilty, are disregarding the High Court rules. Indeed the accused, through their attorneys, are often permitting these shortcuts and ignoring certain basic legal procedures.

While it may sound fine to say, "It is less expensive to stay out of court," nonetheless, where a felony is involved it is generally advisable to stay in there and fight all the way down to the wire. This is because a felony involves penalties and consequences so severe that it leaves you little choice but to fight to the end.

The courts are crowded as never before, but everyone should be entitled to his day in court and not limited to a watered-down, makeshift version of the justice that should be available to all. ■

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Robert Salerno 128278, Don Griswald 127819, Joe Kish 128854, and Ray Kling 124304. Box 57, Marion, Ohio 43302.

Melvin Schrader 115-905, Box 511, Columbus, Ohio 43216. He said he's bored, white and 29.

Eugene Mason, Box 608, 7-(B-9), Tehachapi, Calif. 93561. He's 38, would like to write to girl interested in poetry. Is Assoc. Ed. of penal mag and announcer on penal radio station.

Rick Reeves, Box R, Buena Vista, Colo. 81211. He's 19.

Edward McCartney 71972, Box 788, Mansfield, Ohio 44901. Wants to write to girls who dig bikes.

Hulk, Sleepy, Wildman! I am in the joint. Please write. Jerry "Snake" Russell, Box 28-49967, Pendleton, Ind. 46064.

Jackie Moore 132-344, Box 69, London, Ohio 43140. Likes to write, in on a dope charge.

I would like photos of choppers and bike magazines. I'm doing life and have been here three years so far—and I don't have a dime one. I'm just pulling my time by reading about and looking at photos of choppers. Mike Maggard #129-886, Box 511, Columbus, Ohio 43216.

I've got seven years to go and would appreciate it if anyone would correspond with me, especially females. Times are tough all over. Harold Sowell, #31261, 2605 State St., Salem, Oregon 97310.

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WANTED

PROFESSIONAL PHOTOGRAPHERS—*Easyriders* are always interested in purchasing professional photos of choppers. Write on your letterhead for rates and requirements. Pete Chiodo, Photo Editor, *Box 2086, Seal Beach, California 90740*

PROFESSIONAL WRITERS—Read a couple of issues of *Easyriders* thoroughly, and decide if you can (or barf, willing), to write in *Easyriders'*. We want fiction pieces, short stories, poems, short features of interest to hip men. Be sure and read magazine first, don't waste our time with material aimed at Boys Life. Fiction Editor, Box 2086, Seal Beach, Ca. 90740

WANTED—Swinging chicks to write a biker grounded in redneck land after a crash. R. C. Reynolds, Box 695, Gulfport, Miss. 39501.

CASH PAID FOR INVENTIONS and new product ideas for motorcycles and choppers. Ideas for the bike, the bike rider, or anything related to motorcycle field. Your wild, hare-brained idea may be worth instant cash. S-A Industries, Box 2648, Seal Beach, Ca. 90740.

WANTED—74 and 45 H-D springers with springer brake, 48-58 Harley Panhead and/or 48-58 frame, engine, trans, parts, etc. 80 in. engine or parts, 59-66 Sportster XLCH. B. Leonard, 2006 Oak St. S.W., Warren, Ohio 44485.

WANTED—Moving to California this fall. Wanted: Righteous biker to jam with on weekend runs. NO strings. Super-sweet ol' lady of 23 years. 36-25-34. Write to Susy, Box S, c/o *Easyriders*, P.O. Box 2086, Seal Beach, Calif. 90740.

WANTED—I'm broke and want a chopper badly. Please send contributions, large or small, to Mike Hamby, 714 Gene Reed Rd., Birmingham, Ala. 35235.

Special Announcement for Retailers

ANNOUNCEMENT

Dell Distributing, Inc. is pleased to announce that its Display Program now includes EASYRIDERS magazine published by Paisano Publications, Inc.
This Display program is available to all domestic retailers purchasing said publications from wholesalers.
Under this Program, you will receive payment for each copy of the relevant publications sold by you provided you comply with the display and reorder requirements of the formal agreements. Retailers may decide to participate in any one or all of these programs. To receive copies of the formal Retail Display Agreements which set forth all details, retailers purchasing from wholesalers should write to Dell Distributing, Inc., 750 Third Avenue, New York, New York 10017, Attention: Circulation Manager. Each Program becomes effective after Dell receives and accepts the Retailer's signed agreement.

STOP IT!

STOP running around to ring-ding suppliers searching for those hard-to-find chopper parts you need! (D&D has the largest selection of new, custom, and obsolete parts anywhere.)

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STOP throwing your money away on catalogs! (The D&D catalog has every part you need to build a chopper—and you even get the catalog price back; it may be deducted from your first $20.00 order.

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Send your $2.00 to Catalog Department,
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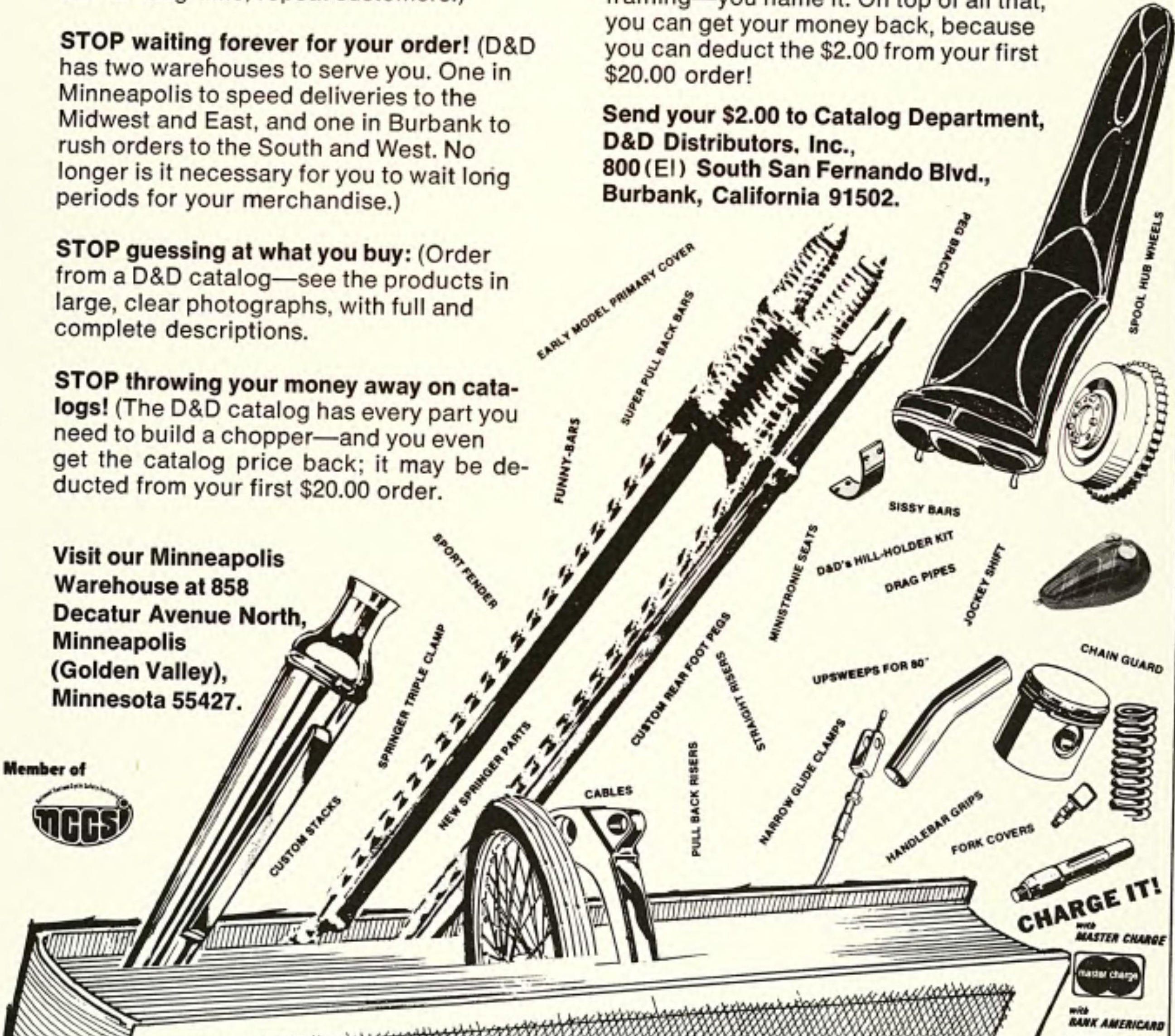
Visit our Minneapolis Warehouse at 858 Decatur Avenue North, Minneapolis (Golden Valley), Minnesota 55427.



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Dealer Inquiries Invited

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